

Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport UUEE

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Eff 22 OCT 09 Aksinyino NDB ident chgd to 'AO'.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(All SIDs) note in chart heading should read: Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
Refer to 20-1P charts.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(21-1 thru 26-4) Missed approach holding at SW upper limit FL397.

General Info

Moscow, RUS
N 55° 58.3' E 37° 24.9' Mag Var: 8.8°E
Elevation: 630'

Public, IFR, Control Tower, Customs
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 07L-25R 11647' x 197' concrete
Runway 07R-25L 12139' x 197' concrete

Runway 07L (66.0°M) TDZE 620'
Lights: Edge, ALS, Centerline
Runway 07R (66.0°M) TDZE 619'
Lights: Edge, ALS, Centerline, TDZ
Runway 25L (246.0°M) TDZE 621'
Lights: Edge, ALS, Centerline, TDZ
Runway 25R (246.0°M) TDZE 622'
Lights: Edge, ALS, Centerline, TDZ

Communications Info

ATIS **126.375** Non-English
ATIS **125.125**
Sheremetyevo Tower **131.5**
Sheremetyevo Tower **129.0** Secondary
Sheremetyevo Tower **120.7**
Sheremetyevo 2-Ground Ground Control **121.8**
Sheremetyevo 1-Ground Ground Control **129.0** Secondary
Sheremetyevo 1-Ground Ground Control **119.0**
Sheremetyevo-Approach-2 Approach Control **123.7**
Sheremetyevo-Approach-1 Approach Control **129.0** Secondary
Sheremetyevo-Approach-1 Approach Control **119.3**
Sheremetyevo Radar **124.4**
Sheremetyevo Radar **119.45** Secondary
Sheremetyevo Radar **118.1**
Sheremetyevo II - Transit Operations **130.35** Non-English
Sheremetyevo II (Cargo) - Operations **134.55** Non-English
Sheremetyevo I - Transit Operations **130.65** Non-English

Notebook Info

UUEE/SVO
SHEREMETYEVO

30 MAR 07

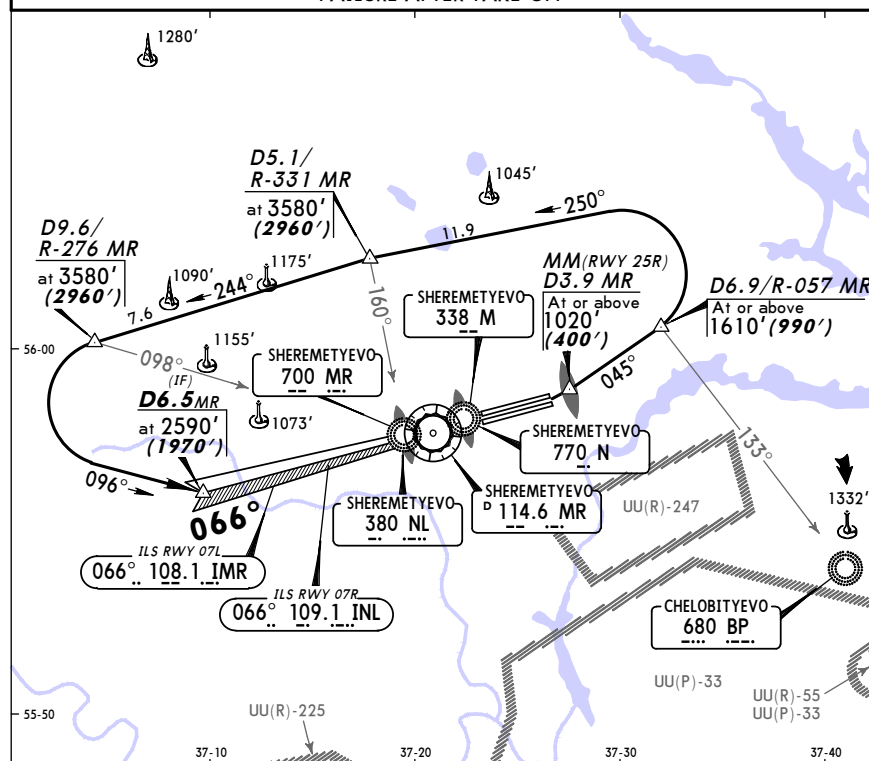
20-01

Eff 12 Apr

MOSCOW, RUSSIA

Rwy 07L/R

PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE AFTER TAKE-OFF



For profile and minimums Rwy 07R refer to 21-2, 21-2A, 23-2 and 26-2.
For profile and minimums Rwy 07L refer to 21-1, 23-1 and 26-1.

PANS OPS 4

UUEE/SVO
SHEREMETYEVO

JEPPESEN

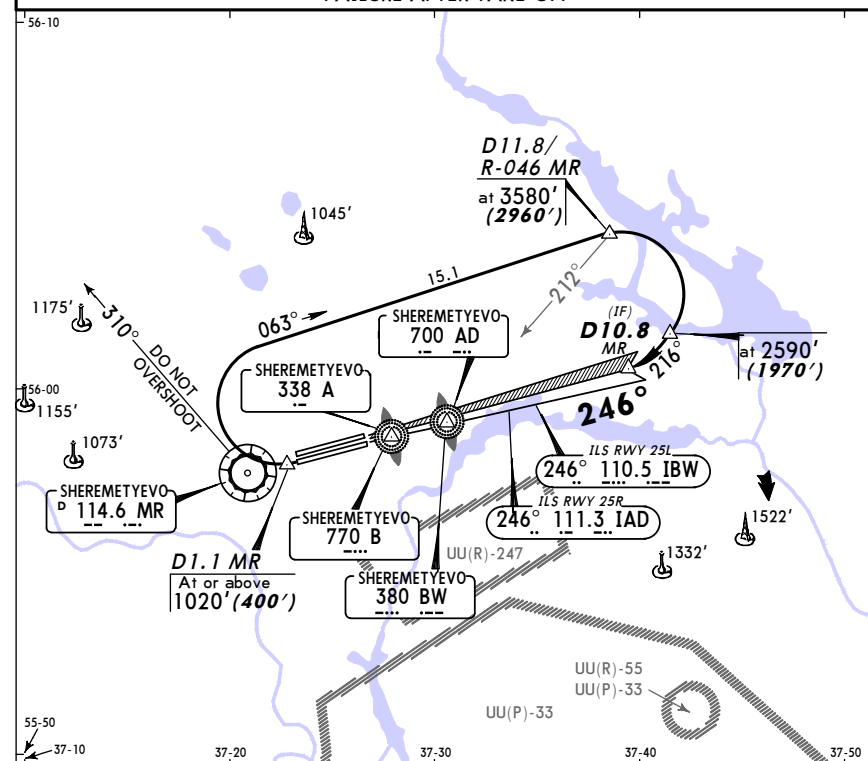
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20-01A

MOSCOW, RUSSIA

Rwy 25L/R

PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE AFTER TAKE-OFF



For profile and minimums Rwy 25R refer to 21-4, 21-4A and 26-4.
For profile and minimums Rwy 25L refer to 21-3 and 26-3.

PANS OPS A

UUEE/SVO 14 AUG 09 20-1P Eff 27 Aug MOSCOW, RUSSIA
SHEREMETYEVO AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 125.12
126.37 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT.
'AIR GROUND' communication shall be reduced to absolute minimum during approach phase and initial departure phase.

1.2.2. REVERSE THRUST

Reverse thrust power with the exception reverse idle thrust is used only for safety reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP shall be applied when RVR is less than 400m. Pilots will be informed about the beginning of the procedure application via ATIS or by ATC.

1.3.2. ARRIVAL

After landing the crew must report to Tower about the vacation of the RWY and the ILS critical area, when the ACFT crosses the line of double yellow omnidirectional lights, located on both sides of TWY joining the RWY and designating the boundary of ILS critical area.

After landing arriving ACFT shall be met by Follow-me car on TWY joining the RWY, and shall taxi after it to the assigned stands.

The following standard taxiing routes are established for ACFT after landing:

- for SHEREMETYEVO I apron:
RWY 07R, TWY 15, TWY 5, Main TWY 1, (TWY 18, 10, 8, 7, 17, 16), stand;
RWY 25R, TWY 1, Main TWY 1, (TWY 16, 17, 7, 8, 10, 18), stand.
- SHEREMETYEVO II apron:
RWY 07R, TWY 26, Main TWY 2, (TWY 32, 31, 29, 28, 27), stand;
RWY 25R, TWY 11, TWY 21, Main TWY 2, (TWY 27, 28, 29, 30, 31, 32), stand.

1.3.3. START-UP & TAXIING

Pilots shall request start-up clearance when ready for start-up indicating the number of stand (apron).

Clearance for towing and taxiing out of stand shall be requested when ACFT is ready to carry it out immediately.

The following standard taxiing routes are established for departing ACFT:

- for SHEREMETYEVO I apron:
Stand, (TWY 18, 10, 8, 7, 17, 16), Main TWY 1, TWY 1, TWY 11, RWY 07R;
Stand, (TWY 16, 17, 7, 8, 10, 18), Main TWY 1, TWY 5, RWY 25R.
- for SHEREMETYEVO II apron:
Stand, (TWY 30, 32, 31, 29, 28, 27), Main TWY 2, TWY 21, RWY 07R;
Stand, (TWY 27, 28, 29, 30, 31, 32), Main TWY 2, TWY 26, TWY 15, RWY 25R.

Taxiing of ACFT from stand to line-up position shall be carried out (as a rule) after Follow-me car.

1.3.4. DEPARTURE

It is prohibited to cross the RWY holding position line (ILS critical area) marked by double red omnidirectional lights and the prescribed DAY marking on TWYs 1 thru 5 and the RWY holding position line marked by magnetic course signs and the prescribed day marking on TWY 11 thru 15 and 21 thru 26 without Tower clearance.

UUEE/SVO 14 AUG 09 20-1P1 Eff 27 Aug MOSCOW, RUSSIA
SHEREMETYEVO AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

Apron centerline between stands 79 and 91 MAX wingspan 126 '/38.5m.
De-icing pad 3 MAX wingspan 158 '/48.1m.
De-icing pad 4 MAX wingspan 211 '/64.4m.
Enter aprons with Follow-me car.

7'/2m distance between taxiing ACFT and marking of routes for special motor transport is not maintained on SHEREMETYEVO I/II aprons.

Use of TWY 20 by towing except B747-400 ACFT.

1.5. PARKING INFORMATION

SHEREMETYEVO I stands 28 thru 30B equipped with visual docking guidance system SAFEDOCK. Enter area of coverage with Follow-me car.
SHEREMETYEVO II stands 5 thru 21 equipped with visual docking guidance system AGNIS. Enter area of coverage with Follow-me car. Recommended taxispeed MAX 5.3 KTS/10kmh.
Exit SHEREMETYEVO II stands 5 thru 21 and 29 thru 33 and Cargo stands by towing.
Use of SHEREMETYEVO II stands 37 thru 49 by towing.
Enter stands 68 thru 96 and Cargo stands 1 thru 3, 3B, 4, 5, 5B, 6, 6B, 7, 8 and 8B by towing.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

UUEE/SVO JEPPESEN MOSCOW, RUSSIA
SHEREMETYEVO 3 APR 09 20-1P2 Eff 9 Apr AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 270 KT below FL 98.

2.2. NOISE ABATEMENT PROCEDURES

APPROACH PHASE

RWYs 25L/R are noise preferential and shall be used to the greatest extent possible. If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a pilot-in-command's request deviate from the provisions given below, if it is necessary for safety reasons.

Restrictions

The required noise abatement procedures shall not be observed over the overflowed areas in the following cases:

- if there is ice, slush, water, mud, rubber, oil etc. on RWY and friction coefficient is 0.4 or less;
- when cloud ceiling is less than 150m or horizontal visibility is less than 1800m;
- when a crosswind component on RWY (including gusts) exceeds 15 KT;
- when a tailwind component on RWY exceeds 5 KT;
- when wind shear is forecasted or reported or it is expected that unfavorable weather conditions may influence ACFT approach and landing.

During instrument as well as visual approach it is not allowed to fly below ILS GS angle.

No noise abatement procedures shall envisage the increasing of indicated air speed of descent.

A displacement of THR shall not be used as a noise abatement measure.

Landing of ACFT with tailwind component up to 5 m/sec is allowed under following conditions:

- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- crosswind component is not more than 5 m/sec.

RWYS 07L/R approach

When reaching 13.5NM from THR, pilots shall conduct the flight at 3590' (2960') maintaining 210 KT and flight direction enabling to intercept ILS LOC operational area providing RWYs 07L/R approach-to-land.

At a distance of 11.9NM the ACFT shall reach a rate of 180 KT +/-10 KT to intercept ILS LOC at 7.6NM from THR descending to 2600' (1970').

Intercept GS at 2280' (1650'). Pilots shall continue to reduce speed in order to reach 4.3NM from THR at 2110' (1480') and at a rate of 155 KT.

Thereafter speed shall be maintained as per Airplane Flight Manual.

2.3. CAT II/III OPERATIONS

RWY 07R approved for CAT II operations and RWY 25R approved for CAT II/III operations, special aircrew and ACFT certification required.

UUEE/SVO JEPPESEN MOSCOW, RUSSIA
SHEREMETYEVO 3 APR 09 20-1P3 Eff 9 Apr AIRPORT BRIEFING

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 270 KT below FL 98.

3.2. NOISE ABATEMENT PROCEDURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off. RWYs 07L/R are noise preferential and shall be used to the greatest extent possible.

Restrictions

Take-off with tailwind component up to 5 m/sec is allowed under following conditions:

- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- crosswind component is not more than 5 m/sec.

During take-off from RWY 25L/R on take-off heading and maximum possible climb gradient ACFT shall proceed to a distance of MR 1.1 DME, then turn right immediately onto assigned heading. It is strictly prohibited to reduce 340° track until intersecting 227° bearing from UM or reaching a distance of MR 3.2 DME unless it is required for further flight safety.

During take-off from RWY 07L/R on take-off heading and maximum possible climb gradient ACFT shall proceed to a distance of MR 3.9 DME then turn left immediately on 045° track.

Changing of flight course after take-off is permitted only after reaching 1030' (400').

The minimum indicated air speed during steady climb shall not be less than V_{2+10} KT or less than prescribed in the Airplane Flight Manual if it has greater value.

Maintaining the minimum indicated air speed of climb is not required if it brings to exceeding the minimum permissible angle of attack.

The reduction of power shall not be applied until:

- the established standard power mode enables with maximum certified take-off mass to maintain the established climb gradient of not less than 4% at the above specified speed;
- take-off flight path provides overflying of all obstacles located under flight path with sufficient clearance when all engines are operating normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

Climbing phase

Pilots shall apply two noise abatement procedures during climbing phase:

- noise abatement departure procedure near aerodrome (NADP1);
- noise abatement departure procedure far from aerodrome (NADP2).

The pilot-in-command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

APU

When APU of ACFT, located on stands 1 thru 9 (cargo apron) or 5 thru 21 (SHEREMETYEVO II), is inoperative, it is allowed to start-up the ACFT's right engine directly before the beginning of towing towards the engines start-up position.

UUEE/SVO
SHEREMETYEVO

JEPPesen
5 DEC 08 (20-2) Eff 18 Dec

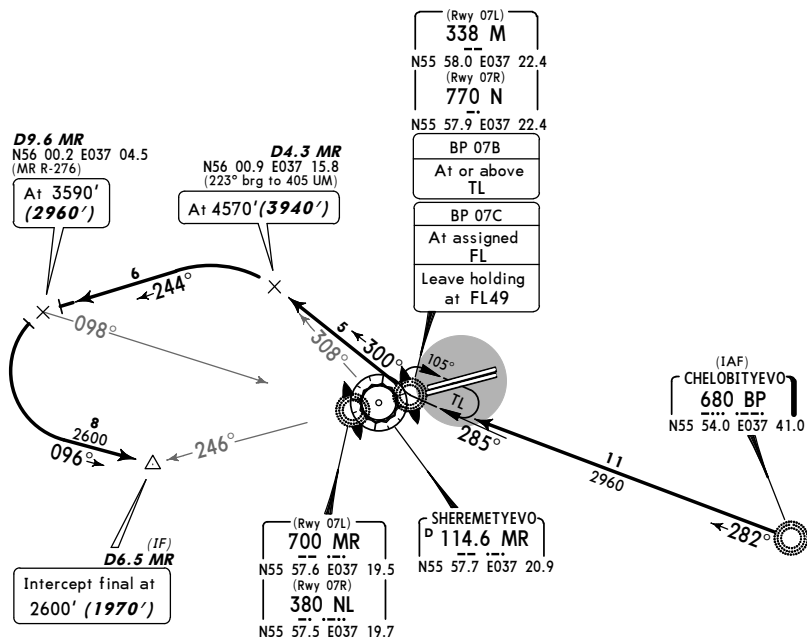
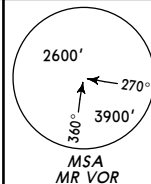
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

CHELOBITYEVO 07 BRAVO (BP 07B)
CHELOBITYEVO 07 CHARLIE (BP 07C)
RWYS 07L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4570'	(3940' - 1200m)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2600'	(1970' - 600m)

STAR	ROUTING
BP 07B	On 282° bearing to M/N, turn RIGHT, 300° bearing to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
BP 07C	On 282° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

UUEE/SVO
SHEREMETYEVO

JEPPesen
5 DEC 08 (20-2A) Eff 18 Dec

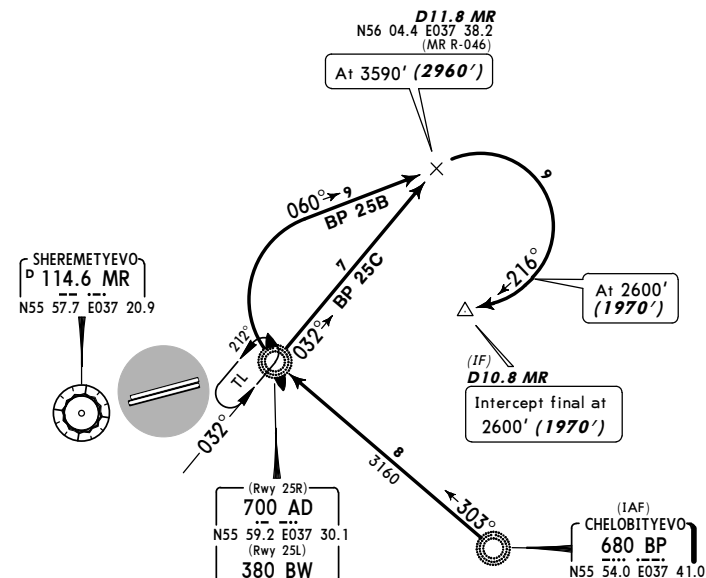
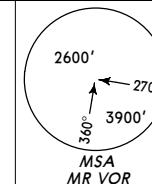
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

CHELOBITYEVO 25 BRAVO (BP 25B)
CHELOBITYEVO 25 CHARLIE (BP 25C)
RWYS 25L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2600'	(1970' - 600m)

STAR	ROUTING
BP 25B	On 303° bearing to AD/BW, turn RIGHT, 060° track to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
BP 25C	On 303° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

UUEE/SVO
SHEREMETYEVO

JEPPesen
5 DEC 08 (20-2B) Eff 18 Dec

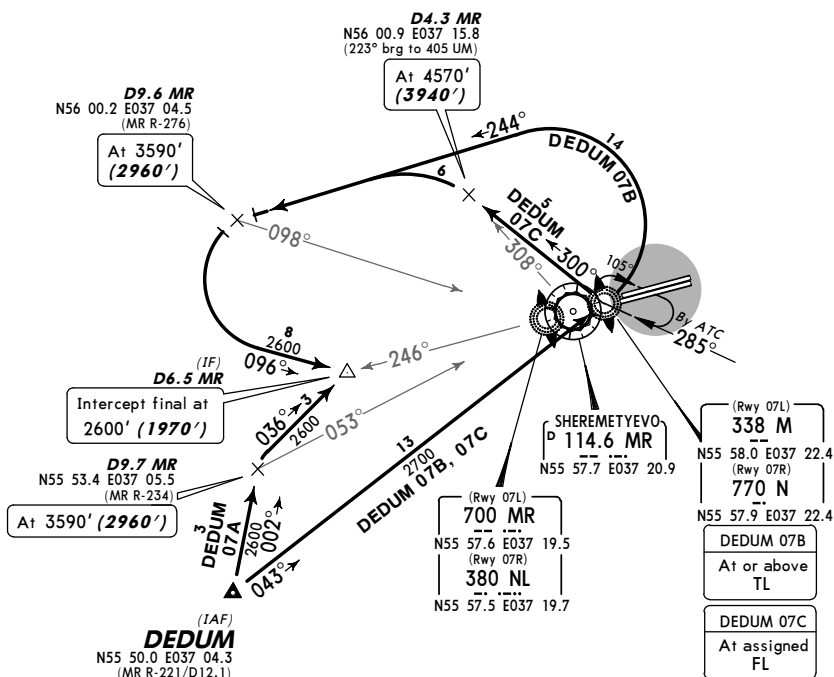
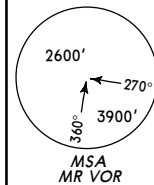
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

DEDUM 07 ALFA (DEDUM 07A) [DED07A]
DEDUM 07 BRAVO (DEDUM 07B) [DED07B]
DEDUM 07 CHARLIE (DEDUM 07C) [DED07C]
RWYS 07L/R ARRIVALS
BY ATC
SPEED MAX 270 KT BELOW FL98



FL CONVERSION
FL98 FL3000m

ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (3940' - 1200m)
3920' (3290' - 1000m)
3590' (2960' - 900m)
2600' (1970' - 600m)

STAR	ROUTING
DEDUM 07A	On 002° track to D9.7 MR, turn RIGHT, 036° track, intercept ILS.
DEDUM 07B	On 043° bearing to M/N, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
DEDUM 07C	On 043° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

CHANGES: Holding availability.

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UUEE/SVO
SHEREMETYEVO

JEPPesen
5 DEC 08 (20-2C) Eff 18 Dec

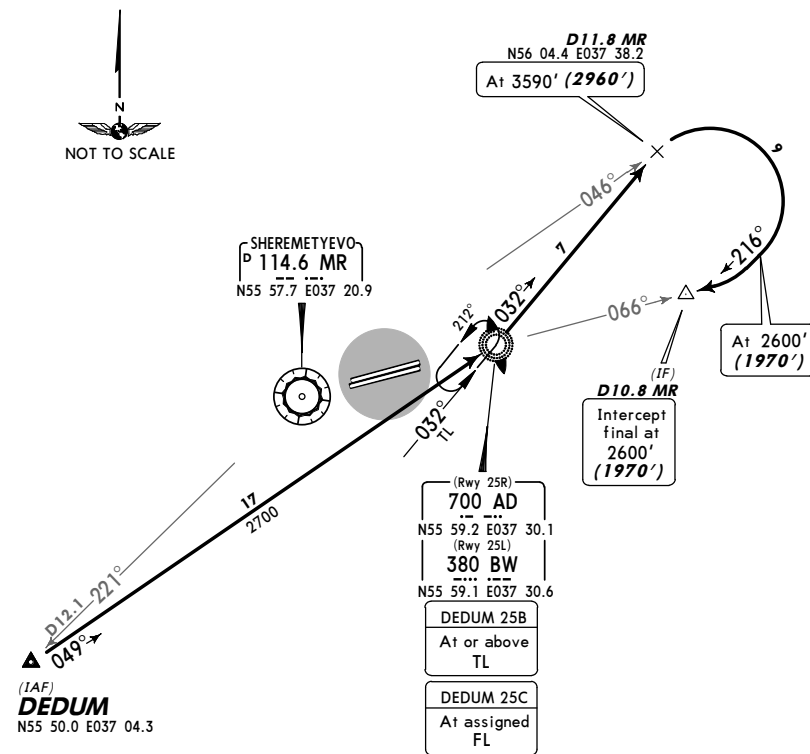
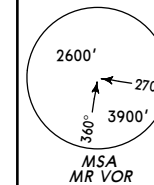
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

DEDUM 25 BRAVO (DEDUM 25B) [DED25B]
DEDUM 25 CHARLIE (DEDUM 25C) [DED25C]
RWYS 25L/R ARRIVALS
BY ATC
SPEED MAX 270 KT BELOW FL98



FL CONVERSION
FL98 FL3000m

ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
3590' (2960' - 900m)
2600' (1970' - 600m)

STAR	ROUTING
DEDUM 25B	On 049° bearing to AD/BW, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
DEDUM 25C	On 049° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

CHANGES: MHA over AD & BW.

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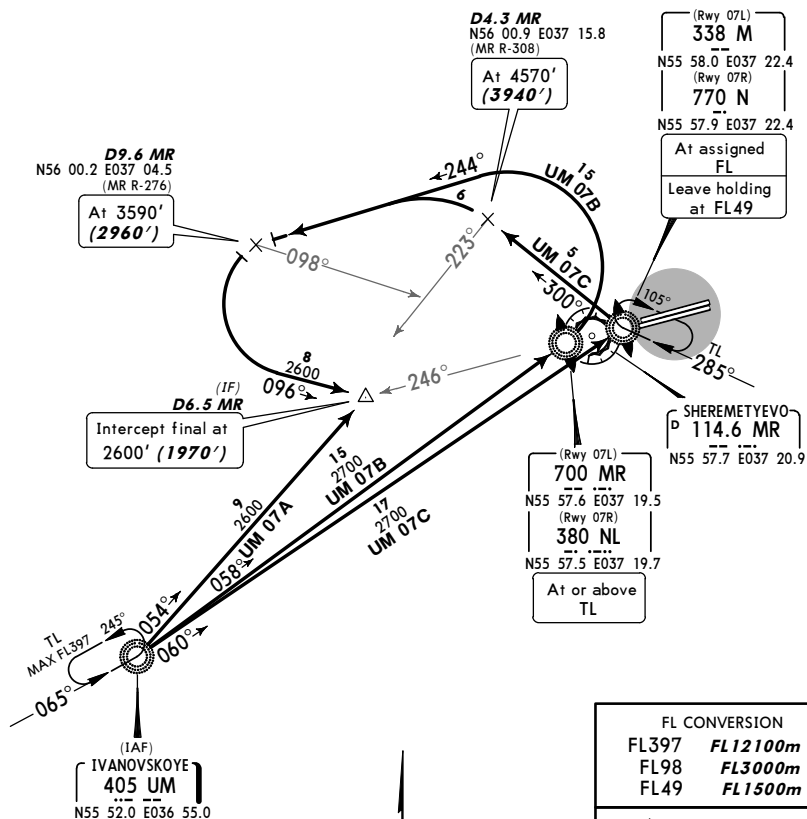
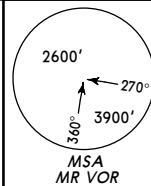
UUEE/SVO
SHEREMETYEVO

JEPPesen
5 DEC 08 (20-2D) Eff 18 Dec

MOSCOW, RUSSIA
STAR

ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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IVANOVSKOYE 07 ALFA (UM 07A)
IVANOVSKOYE 07 BRAVO (UM 07B)
IVANOVSKOYE 07 CHARLIE (UM 07C)
RWYS 07L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4570'	(3940' - 1200m)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2600'	(1970' - 600m)



STAR	ROUTING
UM 07A	On 054° bearing, intercept ILS.
UM 07B	On 058° bearing to MR/NL, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
UM 07C	On 060° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

CHANGES: MHA over M & N.

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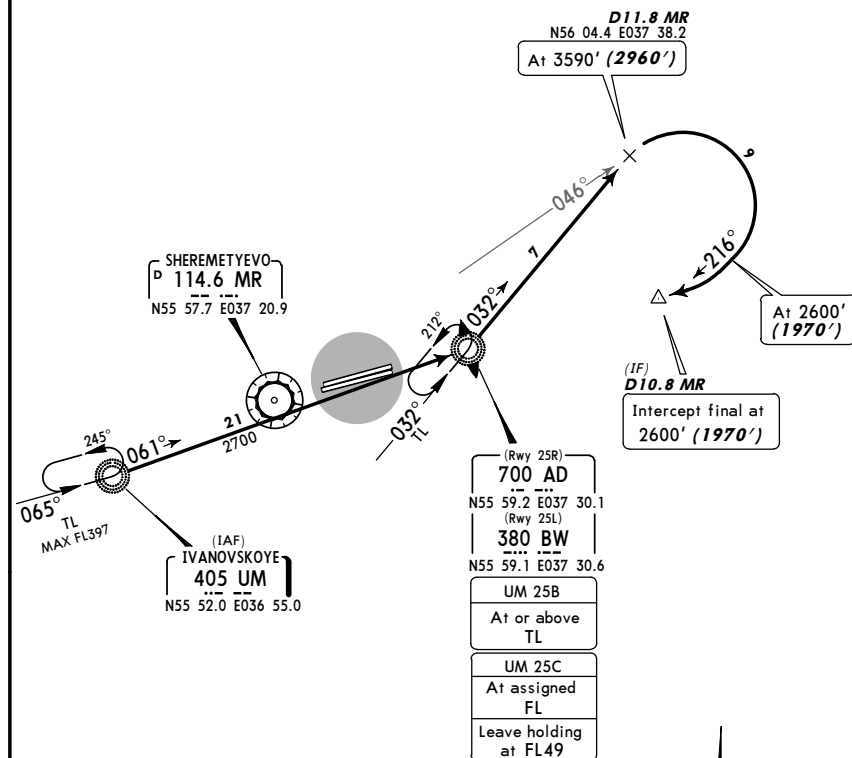
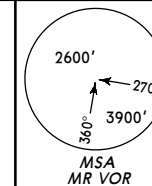
UUEE/SVO
SHEREMETYEVO

JEPPesen
5 DEC 08 (20-2E) Eff 18 Dec

MOSCOW, RUSSIA
STAR

ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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IVANOVSKOYE 25 BRAVO (UM 25B)
IVANOVSKOYE 25 CHARLIE (UM 25C)
RWYS 25L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2600'	(1970' - 600m)



STAR	ROUTING
UM 25B	On 061° bearing to AD/BW, turn LEFT, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
UM 25C	On 061° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

CHANGES: STARs revised.

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UUEE/SVO
SHEREMETYEVO

JEPPesen
5 DEC 08 (20-2F) Eff 18 Dec

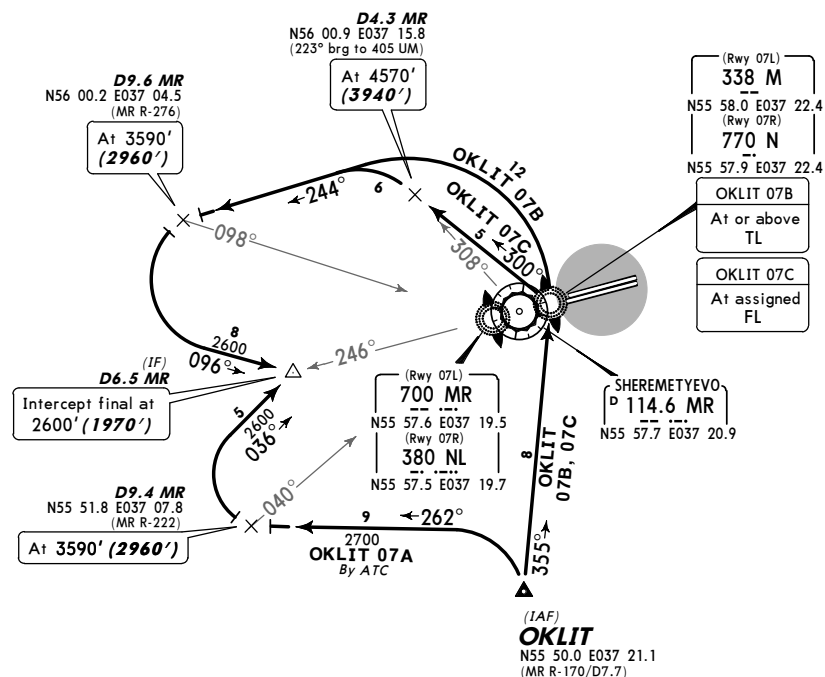
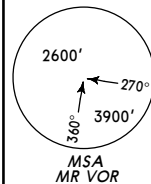
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

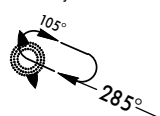
Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

OKLIT 07 ALFA (OKLIT 07A) [OKL07A]
OKLIT 07 BRAVO (OKLIT 07B) [OKL07B]
OKLIT 07 CHARLIE (OKLIT 07C) [OKL07C]
RWYS 07L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98



HOLDING OVER
M/N
By ATC



FL CONVERSION
FL98 FL3000m

ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (3940' - 1200m)
3920' (3290' - 1000m)
3590' (2960' - 900m)
2600' (1970' - 600m)

STAR	ROUTING
OKLIT 07A By ATC	On 262° track to D9.4 MR, turn RIGHT, 036° track, intercept ILS.
OKLIT 07B	On 355° bearing to M/N, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
OKLIT 07C	On 355° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

UUEE/SVO
SHEREMETYEVO

JEPPesen
5 DEC 08 (20-2G) Eff 18 Dec

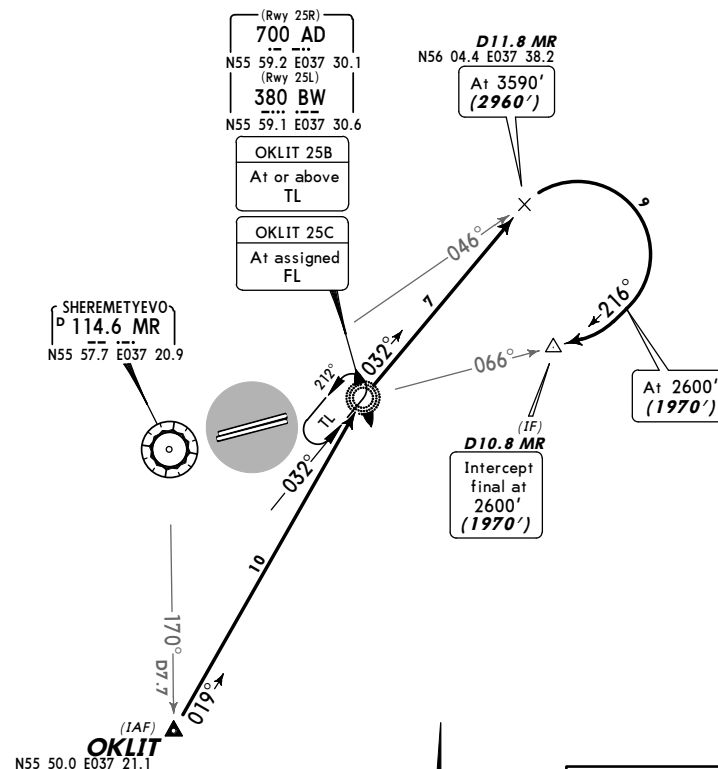
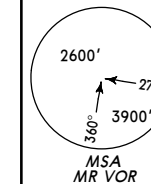
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

OKLIT 25 BRAVO (OKLIT 25B) [OKL25B]
OKLIT 25 CHARLIE (OKLIT 25C) [OKL25C]
RWYS 25L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION
FL98 FL3000m

ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
3590' (2960' - 900m)
2600' (1970' - 600m)

STAR	ROUTING
OKLIT 25B	On 019° bearing to AD/BW, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
OKLIT 25C	On 019° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
5 DEC 08 (20-2H) **EF**

MOSCOW, RUSSIA

STAR

125.12 (Russian 126.37) ATIS

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920' **(3290')**
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

SAVELOVO 07 ALFA (SW 07A)
SAVELOVO 07 CHARLIE (SW 07C)
RWYS 07L/R ARRIVALS
SPEED MAX 270 KT BELOW FL98

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

SW 07A

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

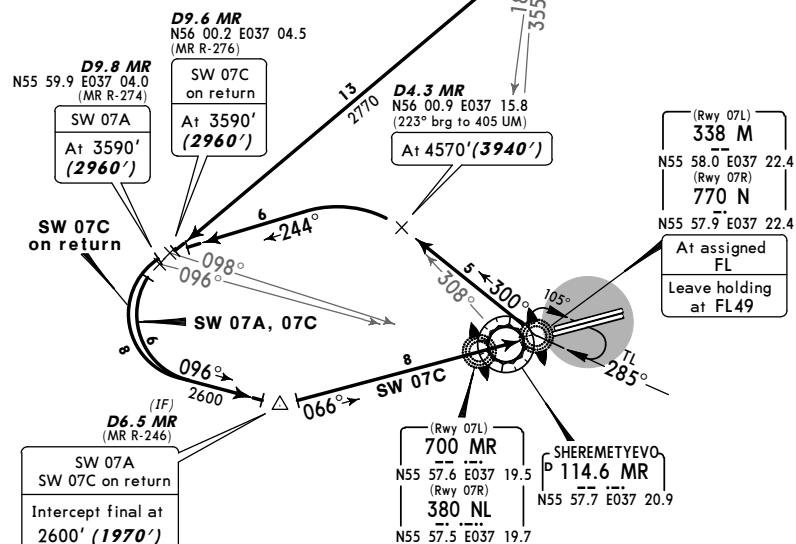
▲ SWWOC ISO7 ▲ SWWOC ISO7 ▲ SWWOC ISO7 ▲ SWWOC ISO7

FL CONVERSION

FL397	<i>FL12100m</i>
FL98	<i>FL3000m</i>
FL49	<i>FL1500m</i>

ALT/HEIGHT CONVERSION
ONH (OFF)

4570'	(3940' - 1200m)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2600'	(1970' - 600m)



STAR	ROUTING
SW 07A	On 180° bearing to D11.7 MR, turn RIGHT, 221° track to D9.8 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
SW 07C	On 180° bearing to D11.7 MR, turn RIGHT, 221° track to D9.8 MR, turn LEFT, 096° track to D6.5 MR, turn LEFT, intercept 066° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

CHANGES: MHA over M & N.

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UUE/SVO
SHEREMETYEVO

JEPPESEN
5 DEC 08 (20-2J) E

MOSCOW, RUSSIA

STAR

125.12 (Russian 126.37) ATIS

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920' **(3290')**
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

SAVELOVO 25 ALFA (SW 25A)
SAVELOVO 25 CHARLIE (SW 25C)
RWYS 25L/R ARRIVALS
SPEED MAX 270 KT BELOW FL98

MR. VOR

▼ LOST COM
ON SEA

SW 25A
This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

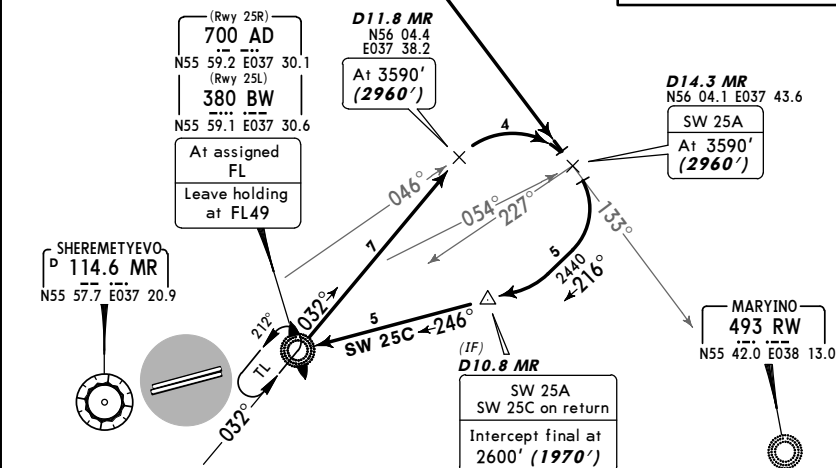
case of RCF after entering MOSCOW Area.

FL CONVERSION

FL397	<i>FL12100m</i>
FL98	<i>FL3000m</i>
FL49	<i>FL1500m</i>

ALT/HEIGHT CONVERSION
ON/OFF (OFF)

QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2600'	(1970' - 600m)



STAR	ROUTING
SW 25A	On 180° bearing to D20.8 MR, turn LEFT, 134° track to D14.3 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
SW 25C	On 180° bearing to D20.8 MR, turn LEFT, 134° track to D14.3 MR, turn RIGHT, 216° track, intercept 246° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to 11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

CHANGES: MHA over AD & BW.

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UUEE/SVO
SHEREMETYEVO

JEPPesen
10 OCT 08 (20-2K) Eff 23 Oct

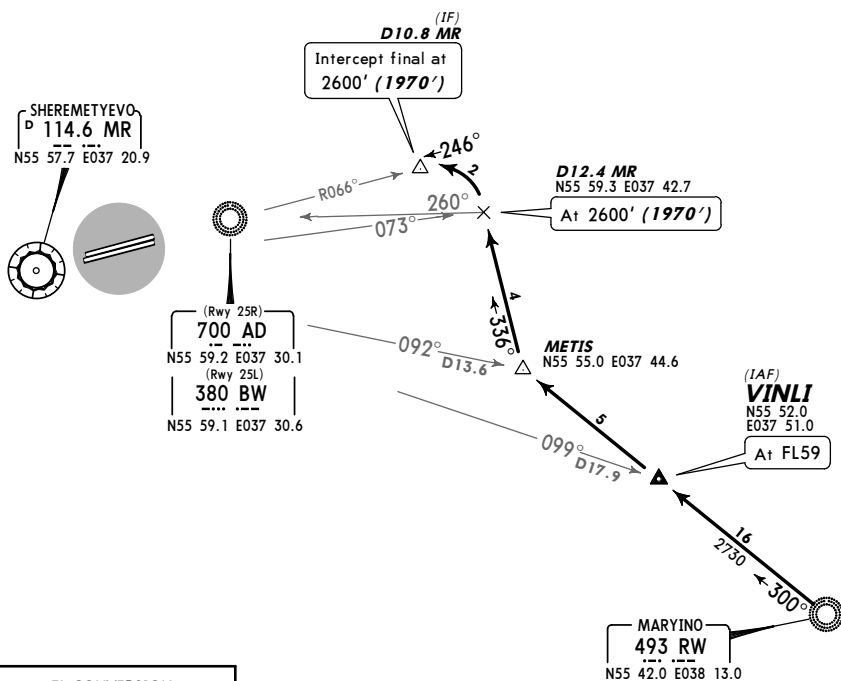
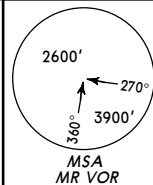
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

VINLI 25 ALFA (VINLI 25A) [VIN25A]
RWYS 25L/R ARRIVAL
BY ATC
SPEED MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL59	FL1800m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
2600'	(1970' - 600m)

ROUTING

Continue on 300° bearing from RW to METIS, turn RIGHT, 336° track to D12.4 MR, turn LEFT, 246° track, intercept final within MR 10.8 DME.

CHANGES: None.

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10 OCT 08 (20-2L) Eff 23 Oct

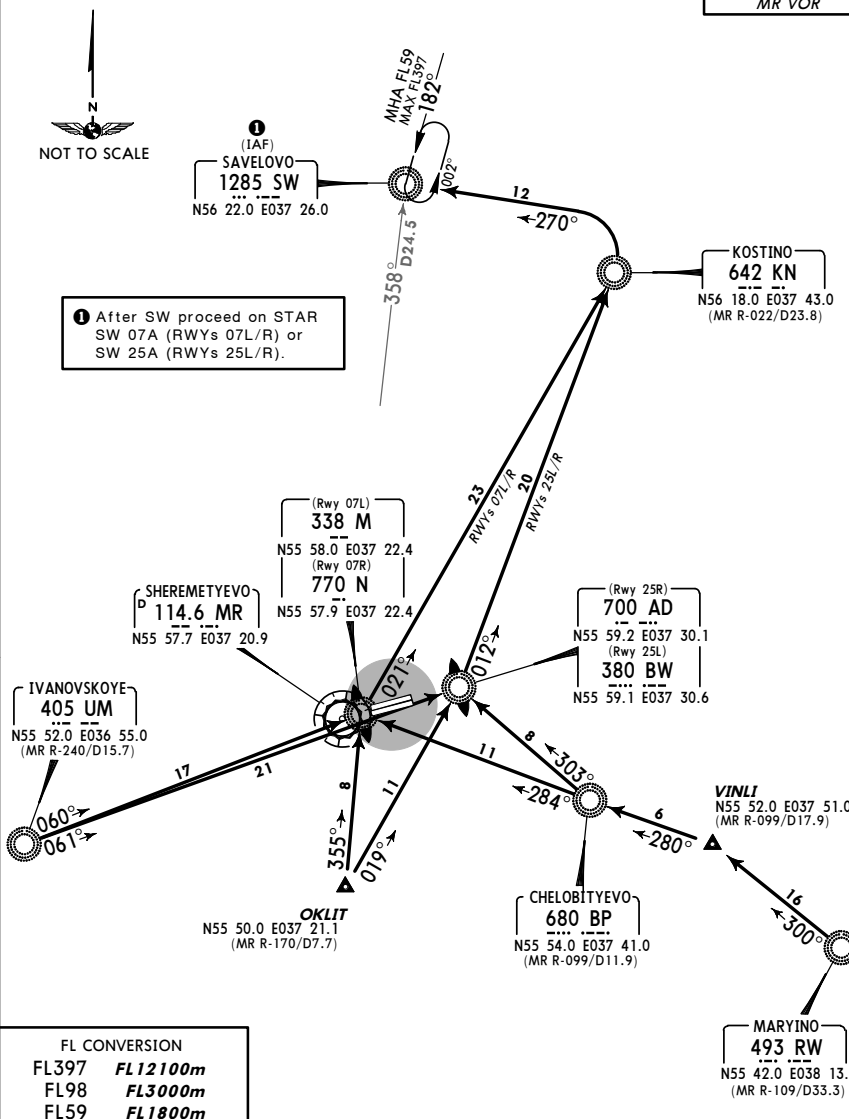
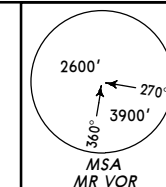
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')

COMMUNICATION FAILURE PROCEDURES
RWYS 07L/R, 25L/R
AFTER ENTERING MOSCOW AREA
SPEED MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL59	FL1800m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)

CHANGES: Procedures from DEDUM withdrawn; from OKLIT established.

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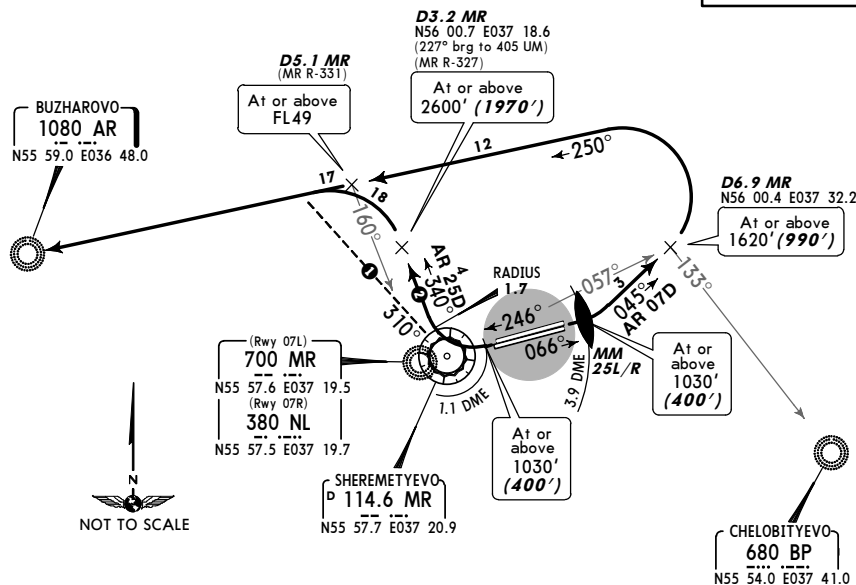
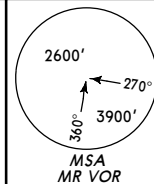
UUEE/SVO
SHEREMETYEVO

JEPPesen
25 JUL 08 (20-3) Eff 31 Jul

MOSCOW, RUSSIA
SID

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') 1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute turns up to 1620' (990') with a bank angle of 15°, from 1620' (990') up to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25°. 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.
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BUZHAROVO 07 DELTA (AR 07D)
BUZHAROVO 25 DELTA (AR 25D)
RWYS 07L/R, 25L/R DEPARTURES
~~SPEED~~ MAX 270 KT BELOW FL98



- 1 Do not overfly MR R-310.
- 2 It is strictly prohibited to fly on track less than 340° until D3.2 MR if not required for flight safety.

These SIDs require minimum climb gradients of
AR 07D: 334' per NM (5.5%).
AR 25D: 365' per NM (6%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
365' per NM	456	608	911	1215	1519	1823

ALT/HEIGHT CONVERSION	QNH	(QFE)
1030'	(400' - 120m)	
1290'	(660' - 200m)	
1620'	(990' - 300m)	
2600'	(1970' - 600m)	
3590'	(2960' - 900m)	
3920'	(3290' - 1000m)	

FL CONVERSION	FL
FL49	FL1500m
FL98	FL3000m

Initial climb clearance 3590' (2960')

SID	RWY	ROUTING
AR 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 250° bearing to AR climbing to assigned FL.
AR 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D3.2 MR, turn LEFT, intercept 250° bearing to AR climbing to assigned FL.

CHANGES: Reference in chart heading withdrawn.

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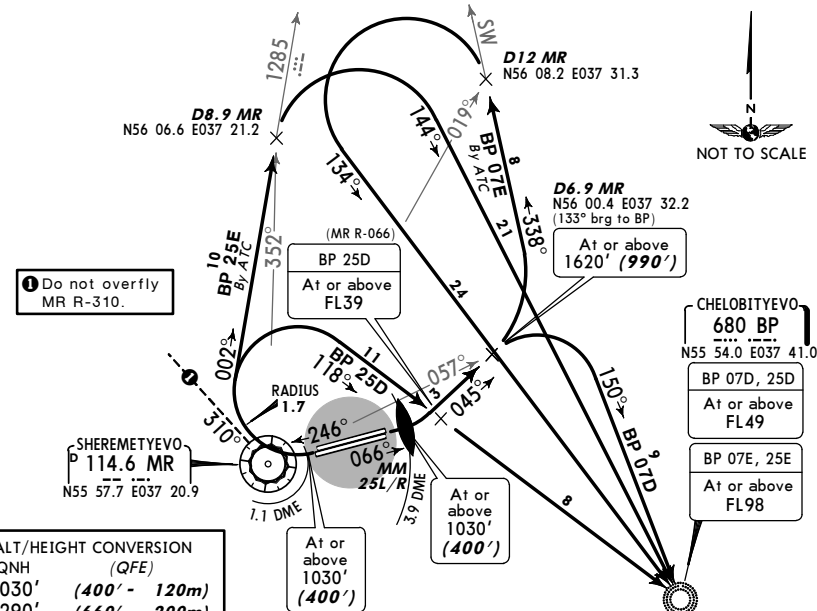
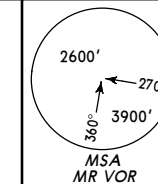
UUEE/SVO
SHEREMETYEVO

JEPPesen
25 JUL 08 (20-3A) Eff 31 Jul

MOSCOW, RUSSIA
SID

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') 1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute turns up to 1620' (990') with a bank angle of 15°, from 1620' (990') up to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25°. 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.
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CHELOBITYEVO 07 DELTA (BP 07D)
CHELOBITYEVO 25 DELTA (BP 25D)
CHELOBITYEVO 07 ECHO (BP 07E)
CHELOBITYEVO 25 ECHO (BP 25E)
RWYS 07L/R, 25L/R DEPARTURES
~~KEEP~~ MAX 270 KT BELOW FL98



ALT/HEIGHT CONVERSION	QNH	(QFE)
1030'	(400' - 120m)	
1290'	(660' - 200m)	
1620'	(990' - 300m)	
3590'	(2960' - 900m)	
3920'	(3290' - 1000m)	

FL CONVERSION	FL
FL39	FL1200m
FL49	FL1500m
FL98	FL3000m

These SIDs require a minimum climb gradient of
334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

Initial climb clearance 3590' (2960')

SID	RWY	ROUTING
BP 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn RIGHT, intercept 150° bearing to BP.
BP 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 118° bearing to BP.
BP 07E	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 338° bearing towards SW, at D12 MR turn LEFT, intercept 134° bearing to BP.
BP 25E	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 002° bearing towards SW, at D8.9 MR turn RIGHT, intercept 144° bearing to BP climbing to assigned FL.

CHANGES: Reference in chart heading withdrawn.

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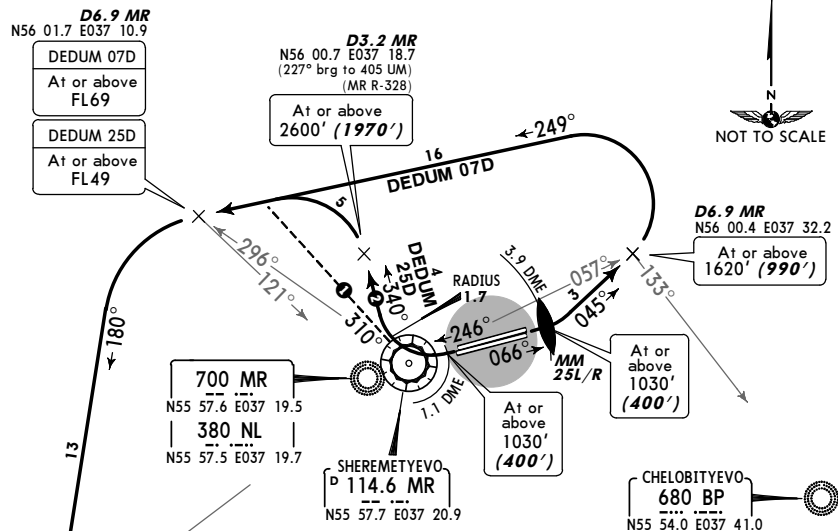
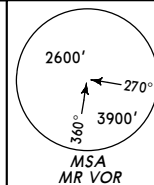
UUEE/SVO
SHEREMETYEVO

JEPPesen
10 OCT 08 (20-3B) Eff 23 Oct

MOSCOW, RUSSIA
SID

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') 1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute turns up to 1620' (990') with a bank angle of 15°, from 1620' (990') up to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25°. 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.
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DEDUM 07 DELTA (DEDUM 07D) [DED07D]
DEDUM 25 DELTA (DEDUM 25D) [DED25D]
RWYS 07L/R, 25L/R DEPARTURES
BY ATC
SPEEDS MAX 270 KT BELOW FL98



- 1 Do not overfly MR R-310.
- 2 It is strictly prohibited to fly on track less than 340° until D3.2 MR if not required for flight safety.

ALT/HEIGHT CONVERSION (QFE)	
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
2600'	(1970' - 600m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION	
FL49	FL1500m
FL69	FL2100m
FL98	FL3000m

These SIDs require a minimum climb gradient of 334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

Initial climb clearance 3590' (2960')

SID	RWY	ROUTING
DEDUM 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to R-057/D6.9 MR, turn LEFT, 249° track to R-296/D6.9 MR, turn LEFT, 180° track to DEDUM, climbing to assigned FL.
DEDUM 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D3.2 MR, turn LEFT, 249° track to R-296/D6.9 MR, turn LEFT, 180° track to DEDUM, climbing to assigned FL.

CHANGES: None.

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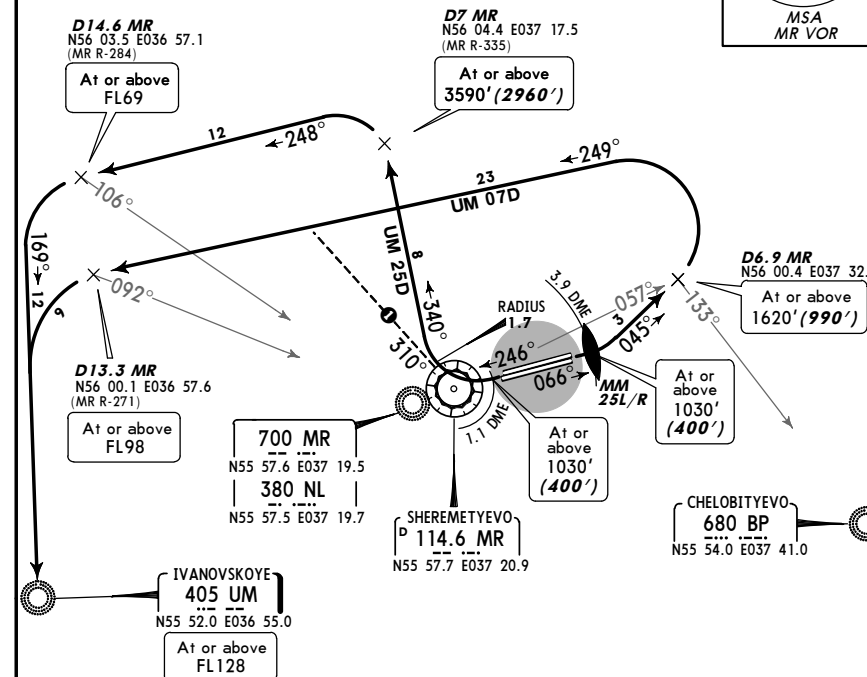
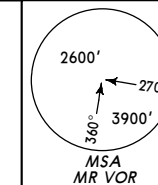
UUEE/SVO
SHEREMETYEVO

JEPPesen
10 OCT 08 (20-3C) Eff 23 Oct

MOSCOW, RUSSIA
SID

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') 1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute turns up to 1620' (990') with a bank angle of 15°, from 1620' (990') up to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25°. 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.
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IVANOVSKOYE 07 DELTA (UM 07D)
IVANOVSKOYE 25 DELTA (UM 25D)
RWYS 07L/R, 25L/R DEPARTURES
SPEEDS MAX 270 KT BELOW FL98



- 1 Do not overfly MR R-310.

ALT/HEIGHT CONVERSION (QFE)	
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION	
FL69	FL2100m
FL98	FL3000m
FL128	FL3900m

These SIDs require a minimum climb gradient of 365' per NM (6%).

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

Initial climb clearance 3590' (2960')


SID	RWY	ROUTING
UM 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, 249° track to D13.3 MR, turn LEFT to UM.
UM 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D7 MR, turn LEFT, 248° track to D14.6 MR, turn LEFT, 169° track to UM.

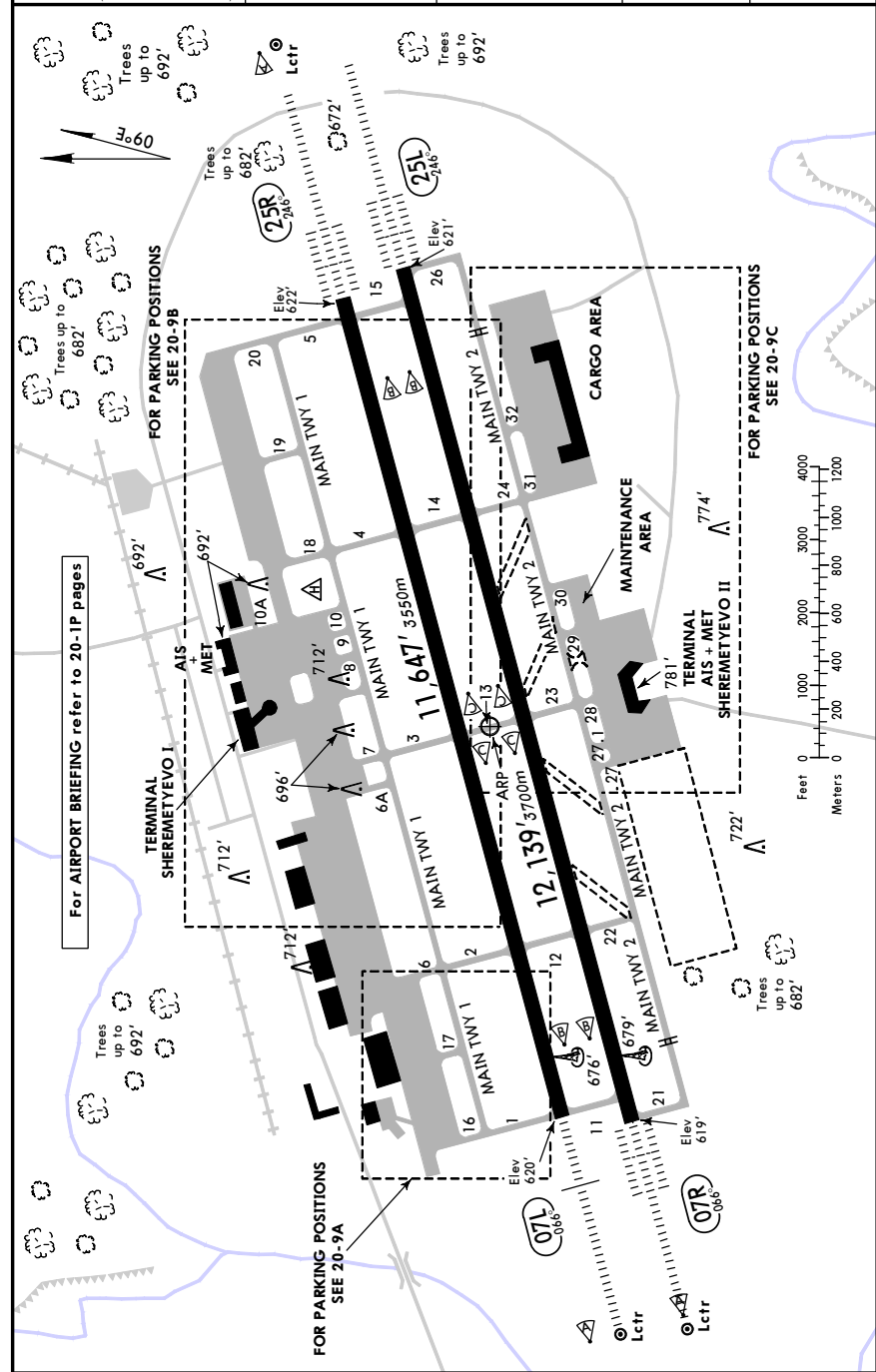
CHANGES: SIDs revised.

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MOSCOW, RUSSIA
SID

UUEE/SVO
Apt Elev **630'**
N55 58.3 E037 24.9

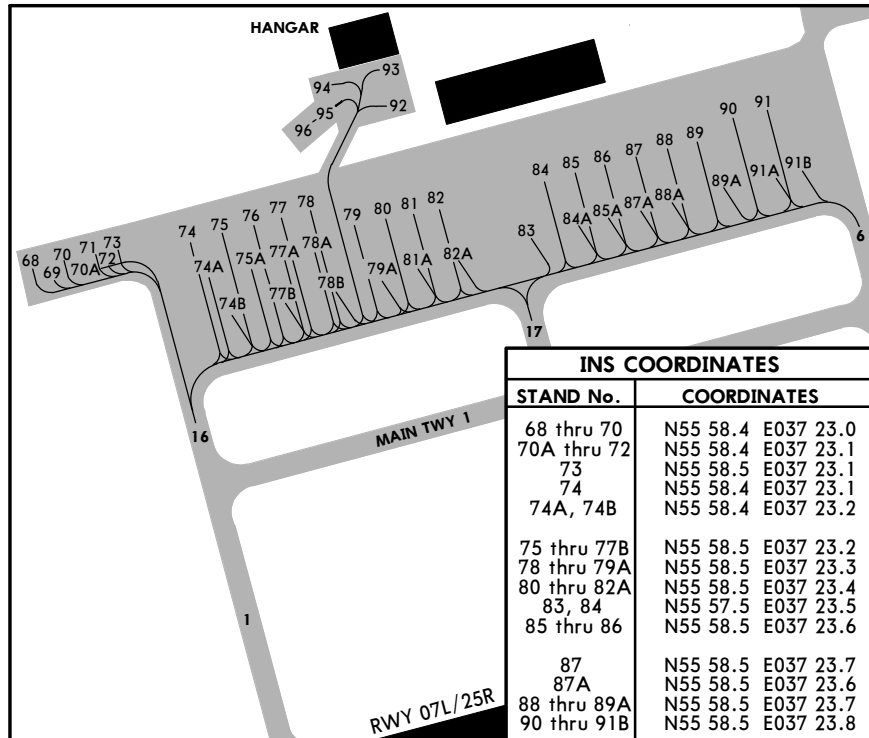
<div>  JEPPESSEN </div> <div> <div>27 FEB 09</div> <div> <div>20-9</div> <div>Eff 12 Mar</div> </div> </div> <div> MOSCOW, RUSSIA SHEREMETYEVO </div>			
SHEREMETYEVO-1 Ground RWY 07L/25R 119.0	SHEREMETYEVO-2 Ground RWY 07R/25L 121.8	RWY 07L/25R 131.5	Tower RWY 07R/25L 120.7



UUEE/SVO

JEPPesen
27 FEB 09 (20-9A) Eff 12 Mar

MOSCOW, RUSSIA
SHEREMETYEVO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
07L	HIRL (60m) CL (15m) HIALS PAPI-L (2.98°) RVR		10,689' 3258m	1	197' 60m
25R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (2.98°) RVR		10,499' 3200m		

1 TAKE-OFF RUN AVAILABLE

RWY 07L:

From rwy head	11,647' (3550m)	RWY 25R:	From rwy head	11,647' (3550m)
twy 1/11 int	11,611' (3539m)		twy 5/15 int	11,444' (3488m)
twy 2/12 int	8612' (2625m)		twy 4/14 int	9183' (2799m)

07R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (2.98°) RVR		11,079' 3377m	2	197' 60m
25L	HIRL (60m) CL (15m) HIALS-II PAPI-L (2.98°) RVR		10,899' 3322m		

2 TAKE-OFF RUN AVAILABLE

RWY 07R:

From rwy head	12,139' (3700m)	RWY 25L:	From rwy head	12,139' (3700m)
twy 11 int	11,775' (3589m)		twy 15 int	11,788' (3593m)
twy 12/22 int	8766' (2672m)		twy 14/24 int	9511' (2899m)

TAKE-OFF

AIR CARRIER (JAA) All Rwys			AIR CARRIER (FAR 121) All Rwys		
LVP must be in force					
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	CL & RCLM any RVR out, other two req.		Adequate Vis Ref
A	200m (150m)	250m	2	TDZ RVR 200m Mid RVR 200m Roll out RVR 150m	RVR 500m VIS 400m
B			Eng		
C			3 & 4		
D	250m (200m)	300m	Eng		

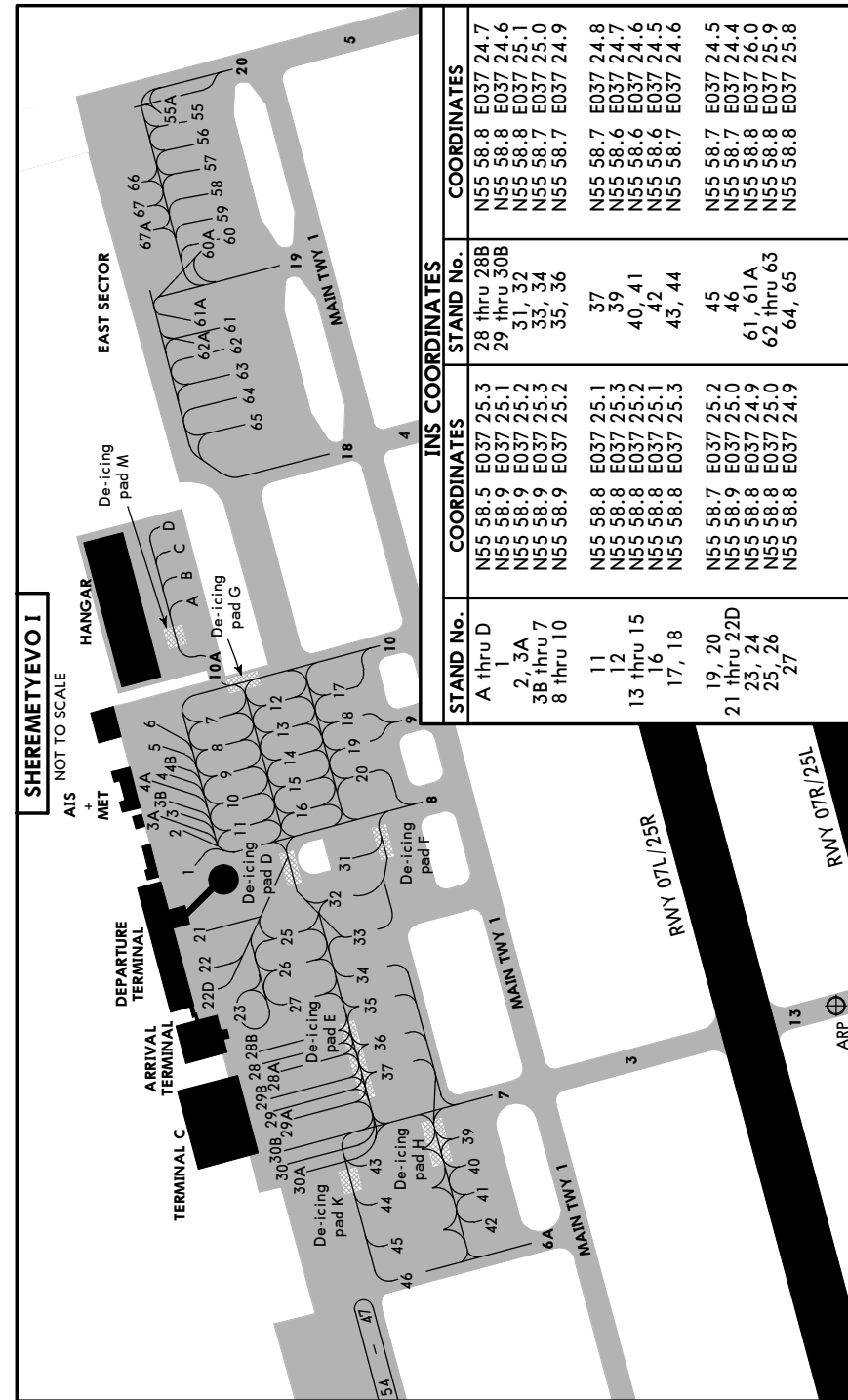
CHANGES: None.

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JEPPesen
11 SEP 09 (20-9B) Eff 24 Sep

MOSCOW, RUSSIA
SHEREMETYEVO



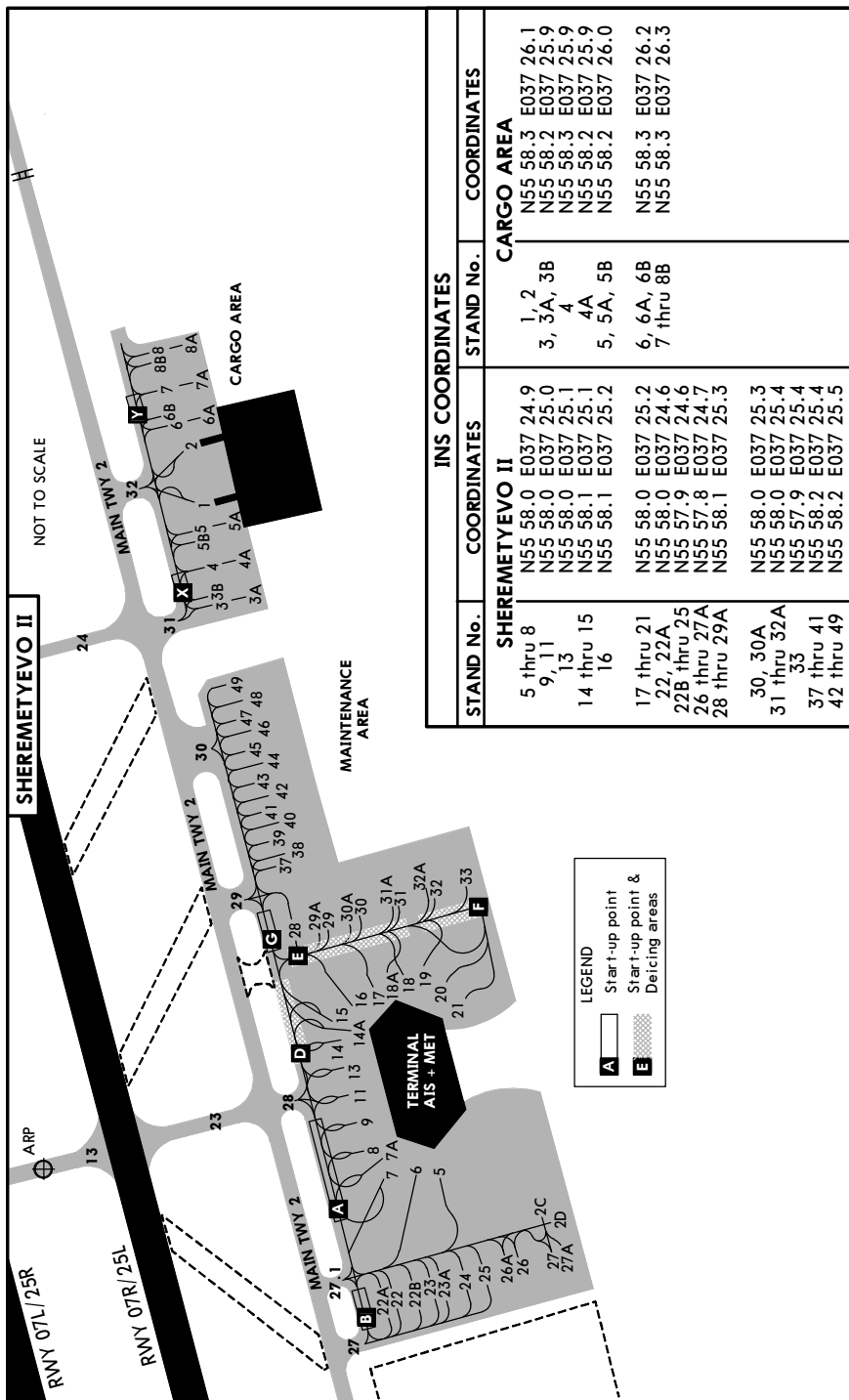
CHANGES: Stands. Coordinates.

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JEPPesen
11 SEP 09 (20-9C) Eff 24 Sep

MOSCOW, RUSSIA
SHEREMETYEVO



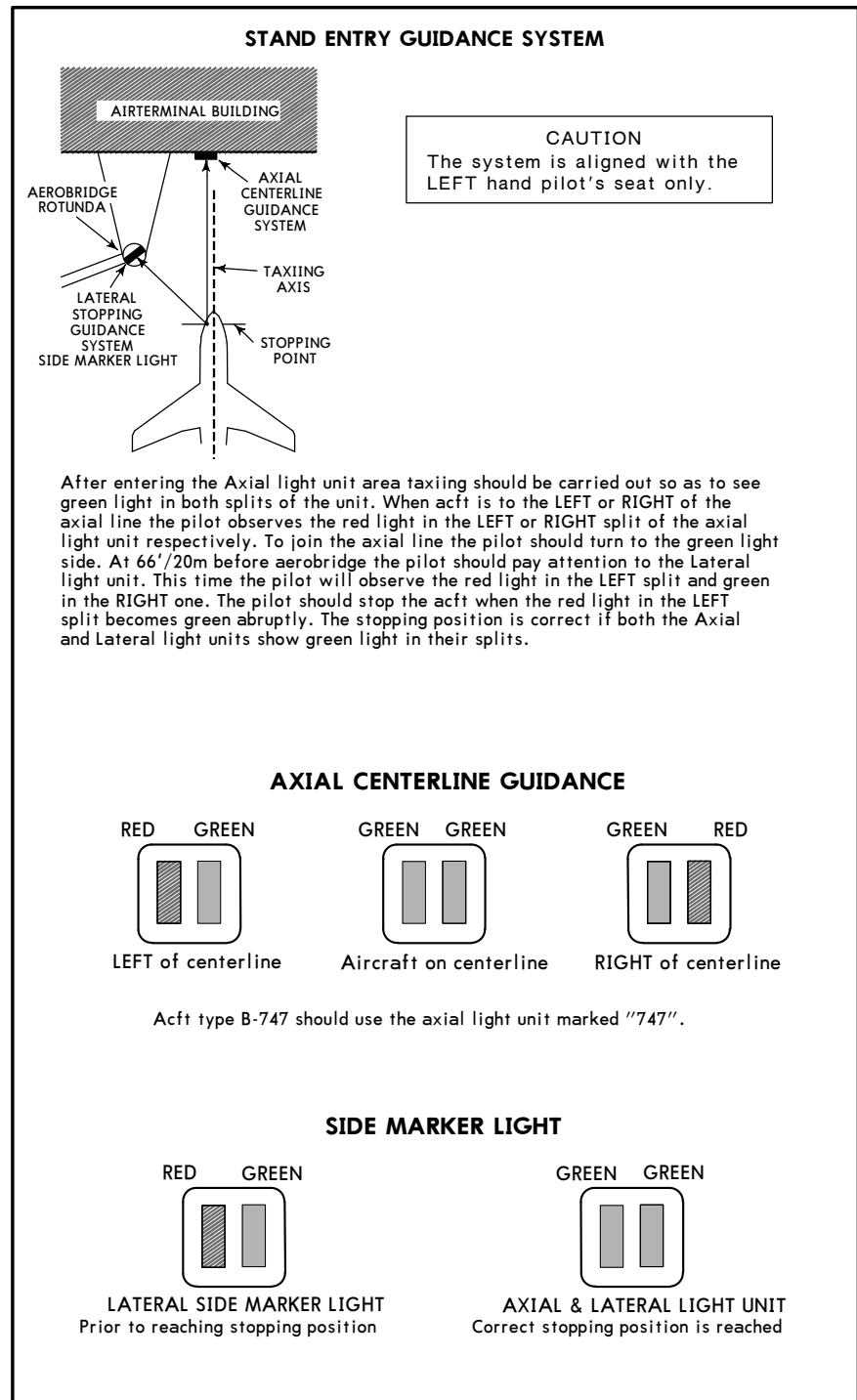
CHANGES: None.

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JEPPesen
11 SEP 09 (20-9D) Eff 24 Sep

MOSCOW, RUSSIA
SHEREMETYEVO



CHANGES: None.

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UUEE/SVO

JEPPESEN
11 SEP 09 **20-9E** Eff 24 Sep

MOSCOW, RUSSIA
SHEREMETYEVO

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

1. PILOT INSTRUCTIONS

Attention! A pilot can bring the acft into stopping position only after the vertical running arrows appear on the display of the stopping control system. The pilot is prohibited to bring up an acft to the aerobridge until the running arrows change to the approach distance indicator.
Attention! A pilot is allowed to bring the acft into stopping position only in the case, when the acft type indicated on the display corresponds to the actual type of the approaching acft. Pilot must also check the correctness of other information.
If the pilot is not sure that he exactly understands the meaning of the information shown on the display of the stopping/parking control system, he must immediately stop the acft and request on frequency Sheremetyevo I - Ground for the additional information as well as the permission to continue the movement.

2. SEARCH OF THE APPROACHING AIRCRAFT

The running arrows on the display show that the system is activated and is in the mode of search for the approaching acft. The pilot has no right to bring up an acft to the aerobridge until the running arrows change to the approach distance indicator.



3. GUIDANCE OF THE APPROACHING AIRCRAFT

The running arrow is being replaced by the yellow indicator of the centerline.
The flashing red arrow shows the direction of turn.
The vertical yellow arrow shows the position of acft relative to the centerline.



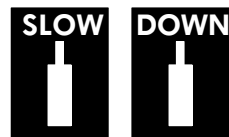
4. APPROACH DISTANCE

The information about the approach distance is given to the pilot by gradual switching off the segments of the indicator of the centerline: one segment corresponds to a distance of 2'/0.5m.
The red arrow shows the direction of taxiing.



5. SLOW DOWN

When the acft approaches the stopping position at a speed, which exceeds the allowed value, the system issues the message SLOW DOWN as a warning to the pilot.



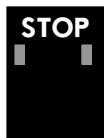
6. AZIMUTH GUIDANCE

The acft is at 20'/6m to the stopping position. The yellow arrow indicates that the acft is to the RIGHT of the centerline, while the flashing red arrow is indicating the direction of turn. No yellow arrows indicating the direction means that the acft is moving along the centerline.



7. AIRCRAFT IS BROUGHT TO THE STOPPING POSITION

When the correct stopping position is reached by the acft, the display shows STOP and the red indicators.



8. DOCKING ON

When the acft is correctly parked, the display shows OK.



UUEE/SVO

JEPPESEN
22 MAY 09 **20-9F** Eff 4 Jun

MOSCOW, RUSSIA
SHEREMETYEVO

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

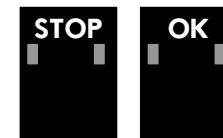
9. OVERSHOOTING

When the acft has overshoot the stopping position, the display will show TOO FAR.



10. STOP SHORT

When the acft is detected as already stopped, but not reached the assigned stopping position, the display will show STOP OK in a while.



11. WAITING MODE

When the system loses the identified approaching acft, the display shows WAIT.
The pilot must not bring up the acft to the aerobridge until the message WAIT changes to the split showing the approach speed.



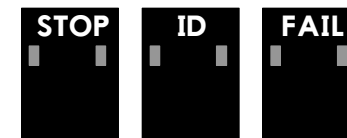
12. SLOW DOWN

Such message can be shown on the display by two reasons: under unfavorable weather conditions or loss of acft during parking. The running arrows will be switched off on the display and the text SLOW and the acft type will be shown on the display alternately. As soon as the system fixes the approaching acft, the indication of the approaching speed will appear. The pilot must not bring up the acft to the aerobridge until the split showing the approach speed appears.



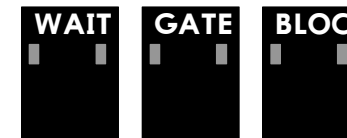
13. IDENTIFICATION FAILURE

If or any reason the identification is not achieved at 39'/12m from the stopping position, the display will show WAIT and a repeated check will be carried out. If it fails, the display will show STOP and ID FAIL.



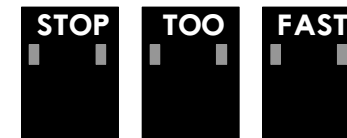
14. THE GATES AND THE VIEW ARE BLOCKED

If an object is found which is blocking the coverage of Docking Guidance System, the docking process will be delayed and the display will show WAIT and GATE BLOCK, or WAIT VIEW BLOC.



15. TOO FAST

If the acft approaches at a speed exceeding the docking speed, the display will show STOP (with two red splits) and TOO FAST.
The system of docking must be reset or the docking procedure must be carried out manually.



UUEE/SVO

JEPPesen

3 APR 09
Eff 9 Apr (20-9S)

Standard
MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY	A	B	C	D
07L				
ILS	820' (200')	820' (200')	820' (200')	820' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
PAR	837' (217')	846' (226')	856' (236')	866' (246')
	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1300m
VOR DME ❶	990' (370')	990' (370')	990' (370')	990' (370')
	R1000m	R1000m	R1000m	R1400m
<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
VOR	1570' (950')	1570' (950')	1570' (950')	1570' (950')
	C3800m	C3800m	C4000m	C4000m
<i>ALS out</i>	C4500m	C4500m	C4700m	C4700m
NDB ❶	970' (350')	970' (350')	970' (350')	970' (350')
	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
07R				
CAT 2 ILS	717' (100')	717' (100')	717' (100')	717' (100')
	RA107' R350m	RA107' R350m	RA107' R350m	RA107' R350m
ILS	817' (200')	817' (200')	817' (200')	817' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
PAR	840' (223')	850' (233')	860' (243')	869' (252')
	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1300m	R1300m
VOR DME ❶	990' (373')	990' (373')	990' (373')	990' (373')
	R1000m	R1000m	R1000m	R1000m
<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
VOR	1570' (953')	1570' (953')	1570' (953')	1570' (953')
	C4000m	C4000m	C4200m	C4200m
<i>ALS out</i>	C4700m	C4700m	C4900m	C4900m
NDB	970' (353')	970' (353')	970' (353')	970' (353')
	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m

❶ Continuous Descent Final Approach.

UUEE/SVO

JEPPesen

3 APR 09
Eff 9 Apr (20-9S)

Standard
MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY	A	B	C	D
25L				
ILS	820' (200')	820' (200')	820' (200')	820' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
PAR	824' (204')	834' (214')	844' (224')	854' (234')
	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
2 NDB ❶	980' (360')	980' (360')	980' (360')	980' (360')
	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
1 NDB ❶❷	990' (370')	990' (370')	990' (370')	990' (370')
	R1000m	R1000m	R1000m	R1000m
<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
1 NDB ❸	1400' (780')	1400' (780')	1400' (780')	1400' (780')
	C3100m	C3100m	C3300m	C3300m
<i>ALS out</i>	C3800m	C3800m	C4000m	C4000m
25R				
CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
CAT 2 ILS	722' (100')	722' (100')	722' (100')	722' (100')
	RA103' R350m	RA103' R350m	RA103' R350m	RA103' R350m
ILS	822' (200')	822' (200')	822' (200')	822' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
PAR	827' (205')	837' (215')	846' (224')	856' (234')
	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
2 NDB ❶	980' (358')	980' (358')	980' (358')	980' (358')
	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
1 NDB ❶❷	990' (368')	990' (368')	990' (368')	990' (368')
	R1000m	R1000m	R1000m	R1000m
<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
1 NDB ❸	1400' (778')	1400' (778')	1400' (778')	1400' (778')
	C3100m	C3100m	C3300m	C3300m
<i>ALS out</i>	C3800m	C3800m	C4000m	C4000m

❶ Continuous Descent Final Approach.

❷ with D8.3

❸ w/o D8.3

TAKE-OFF RWY 07L/R, 25L/R

	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

UUEE/SVO

JEPPesen

JAA MINIMUMS

21 JUL 06
Eff 3 Aug 20-9X

MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
07L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	837' (217')	846' (226')	856' (236')	866' (246')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	990' (370')	990' (370')	990' (370')	990' (370')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	1570' (950')	1570' (950')	1570' (950')	1570' (950')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	970' (350')	970' (350')	970' (350')	970' (350')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
07R	CAT 2 ILS	717' (100')	717' (100')	717' (100')	717' (100')
		RA 107' R350m	RA 107' R350m	RA 107' R350m	RA 107' R350m
	ILS	817' (200')	817' (200')	817' (200')	817' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	840' (223')	850' (233')	860' (243')	869' (252')
		R600m	R600m	R600m	R650m
	ALS out	R1000m	R1000m	R1000m	R1200m
	VOR DME	990' (373')	990' (373')	990' (373')	990' (373')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	1570' (953')	1570' (953')	1570' (953')	1570' (953')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	970' (353')	970' (353')	970' (353')	970' (353')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

UUEE/SVO

JEPPesen

JAA MINIMUMS

21 JUL 06
Eff 3 Aug 20-9X1


MOSCOW, RUSSIA
SHEREMETYEVO

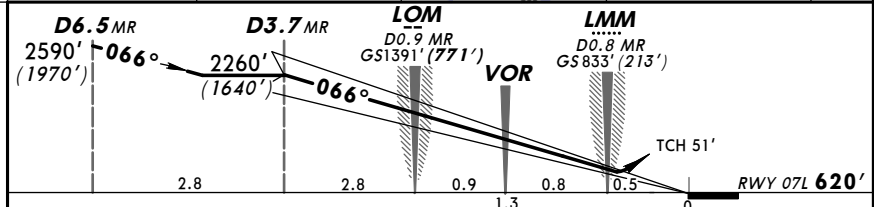
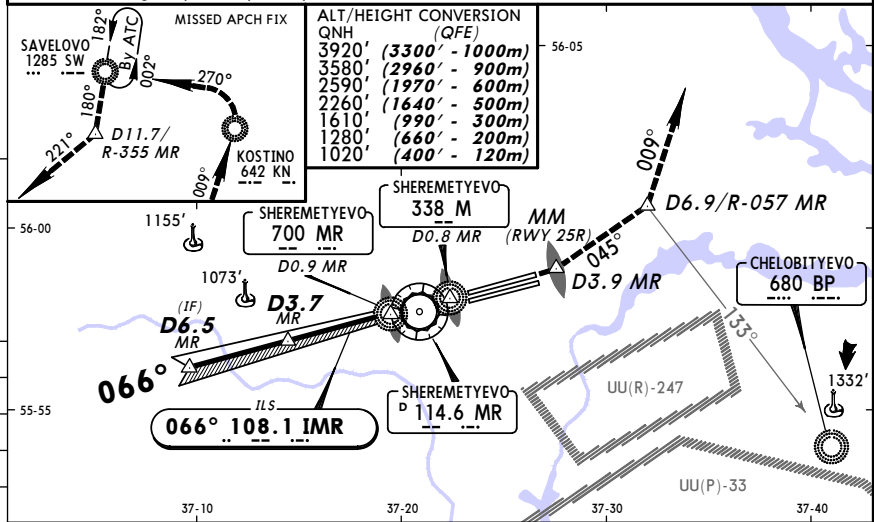
STRAIGHT-IN RWY		A	B	C	D
25L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	827' (207')	837' (217')	846' (226')	856' (236')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	2 NDB	980' (360')	980' (360')	980' (360')	980' (360')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB	990' (370')	990' (370')	990' (370')	990' (370')
	with FAF	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB	1400' (780')	1400' (780')	1400' (780')	1400' (780')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
25R	CAT 2 ILS	722' (100')	722' (100')	722' (100')	722' (100')
		RA 103' R350m	RA 103' R350m	RA 103' R350m	RA 103' R350m
	ILS	822' (200')	822' (200')	822' (200')	822' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	827' (205')	837' (215')	846' (224')	856' (234')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	2 NDB	980' (358')	980' (358')	980' (358')	980' (358')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB	990' (368')	990' (368')	990' (368')	990' (368')
	with FAF	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB	1400' (778')	1400' (778')	1400' (778')	1400' (778')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 07L/R, 25L/R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

UUEE/SVO MOSCOW, RUSSIA
SHEREMETYEVO ILS DME or PAR Rwy 07L

ATIS 125.12 (Russian) 126.37		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5		
Ground 119.0 121.8						
LOC IMR 108.1	Final Apch Crs 066°	GS LOM 1391' (771')	ILS DA(H) 820' (200')	Apt Elev 630' RWY 620'		
RADAR			PAR DA(H) Refer to Minimums			
<p>MISSED APCH: Climb on 066° to D3.9 MR at or above 1020' (400'), then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 MR turn LEFT onto 009° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.</p>						<p>MSA MR VOR</p>
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')</p> <p>Interference on glide path may be expected under VMC.</p>						



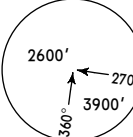
Gnd speed-Kts	70	90	100	120	140	160	<div><div>0</div><div>10</div><div>20</div><div>30</div><div>40</div><div>50</div><div>60</div><div>70</div><div>80</div><div>90</div><div>100</div><div>110</div><div>120</div><div>130</div><div>140</div><div>150</div><div>160</div><div>170</div><div>180</div><div>190</div><div>200</div><div>210</div><div>220</div><div>230</div><div>240</div><div>250</div><div>260</div><div>270</div><div>280</div><div>290</div><div>300</div><div>310</div><div>320</div><div>330</div><div>340</div><div>350</div><div>360</div></div>	<div><div>0</div><div>10</div><div>20</div><div>30</div><div>40</div><div>50</div><div>60</div><div>70</div><div>80</div><div>90</div><div>100</div><div>110</div><div>120</div><div>130</div><div>140</div><div>150</div><div>160</div><div>170</div><div>180</div><div>190</div><div>200</div><div>210</div><div>220</div><div>230</div><div>240</div><div>250</div><div>260</div><div>270</div><div>280</div><div>290</div><div>300</div><div>310</div><div>320</div><div>330</div><div>340</div><div>350</div><div>360</div></div>	<div><div>0</div><div>10</div><div>20</div><div>30</div><div>40</div><div>50</div><div>60</div><div>70</div><div>80</div><div>90</div><div>100</div><div>110</div><div>120</div><div>130</div><div>140</div><div>150</div><div>160</div><div>170</div><div>180</div><div>190</div><div>200</div><div>210</div><div>220</div><div>230</div><div>240</div><div>250</div><div>260</div><div>270</div><div>280</div><div>290</div><div>300</div><div>310</div><div>320</div><div>330</div><div>340</div><div>350</div><div>360</div></div>	<div><div>0</div><div>10</div><div>20</div><div>30</div><div>40</div><div>50</div><div>60</div><div>70</div><div>80</div><div>90</div><div>100</div><div>110</div><div>120</div><div>130</div><div>140</div><div>150</div><div>160</div><div>170</div><div>180</div><div>190</div><div>200</div><div>210</div><div>220</div><div>230</div><div>240</div><div>250</div><div>260</div><div>270</div><div>280</div><div>290</div><div>300</div><div>310</div><div>320</div><div>330</div><div>340</div><div>350</div><div>360</div></div>	<div><div>0</div><div>10</div><div>20</div><div>30</div><div>40</div><div>50</div><div>60</div><div>70</div><div>80</div><div>90</div><div>100</div><div>110</div><div>120</div><div>130</div><div>140</div><div>150</div><div>160</div><div>170</div><div>180</div><div>190</div><div>200</div><div>210</div><div>220</div><div>230</div><div>240</div><div>250</div><div>260</div><div>270</div><div>280</div><div>290</div><div>300</div><div>310</div><div>320</div><div>330</div><div>340</div><div>350</div><div>360</div></div>	<div><div>0</div><div>10</div><div>20</div><div>30</div><div>40</div><div>50</div><div>60</div><div>70</div><div>80</div><div>90</div><div>100</div><div>110</div><div>120</div><div>130</div><div>140</div><div>150</div><div>160</div><div>170</div><div>180</div><div>190</div><div>200</div><div>210</div><div>220</div><div>230</div><div>240</div><div>250</div><div>260</div><div>270</div><div>280</div><div>290</div><div>300</div><div>310</div><div>320</div><div>330</div><div>340</div><div>350</div><div>360</div></div>	<div><div>0</div><div>10</div><div>20</div><div>30</div><div>40</div><div>50</div><div>60</div><div>70</div><div>80</div><div>90</div><div>100</div><div>110</div><div>120</div><div>130</div><div>140</div><div>150</div><div>160</div><div>170</div><div>180</div><div>190</div><div>200</div><div>210</div><div>220</div><div>230</div><div>240</div><div>250</div><div>260</div><div>270</div><div>280</div><div>290</div><div>300</div><div>310</div><div>320</div><div>330</div><div>340</div><div>350</div><div>360</div></div>	<div><div>0</div><div>10</div><div>20</div><div>30</div><div>40</div><div>50</div><div>60</div><div>70</div><div>80</div><div>90</div><div>100</div><div>110</div><div>120</div><div>130</div><div>140</div><div>150</div><div>160</div><div>170</div><div>180</div><div>190</div><div>200</div><div>210</div><div>220</div><div>230</div><div>240</div><div>250</div><div>260</div><div>270</div><div>280</div><div>290</div><div>300</div><div>310</div><div>320</div><div>330</div><div>340</div><div>350</div><div>360</div></div>	<div><div>0</div><div>10</div><div>20</div><div>30</div><div>40</div><div>50</div><div>60</div><div>70</div><div>80</div><div>90</div><div>100</div><div>110</div><div>120</div><div>130</div><div>140</div><div>150</div><div>160</div><div>170</div><div>180</div><div>190</div><div>200</div><div>210</div><div>220</div><div>230</div><div>240</div><div>250</div><div>260</div><div>270</div><div>280</div><div>290</div><div>300</div><div>310</div><div>320</div><div>330</div><div>340</div><div>350</div><div>360</div></div>	<div><div>0</div><div>10</div><div>20</div><div>30</div><div>40</div><div>50</div><div>60</div><div>70</div><div>80</div><div>90</div><div>100</div><div>110</div><div>120</div><div>130</div><div>140</div><div>150</div><div>160</div><div>170</div><div>180</div><div>190</div><div>200</div><div>210<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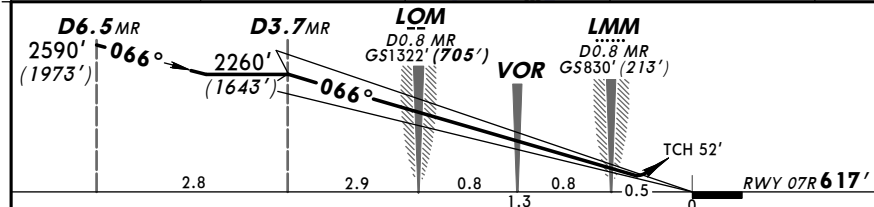
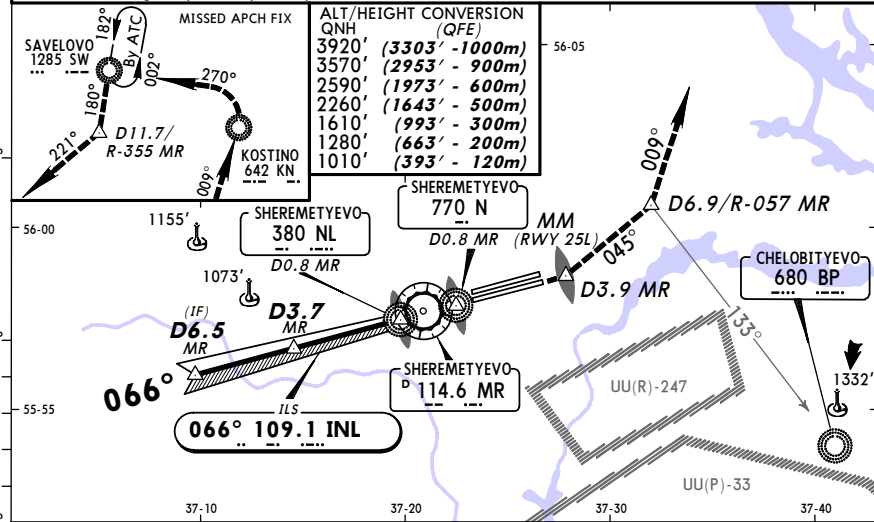
STRAIGHT-IN LANDING RWY 07L		LOC (GS out)		PAR A: 837' (217') C: 856' (236') B: 846' (226') D: 866' (246')	
ILS DA(H) 820' (200')		FULL		ALS out	

A	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m
B					
C					
D					

UUEE/SVO MOSCOW, RUSSIA
SHEREMETYEVO ILS DME or PAR Rwy 07R

BRIEFING STRIP

ATIS 125.12 (Russian) 126.37		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7		
Ground 119.0 121.8						
LOC INL 109.1	Final Apch Crs 066°	GS LOM 1322' (705')	ILS DA(H) 817' (200')	Apt Elev 630'		
RADAR			PAR DA(H) Refer to Minimums			RWY 617'
MISSED APCH: Climb on 066° to D3.9 MR at or above 1010' (393') , then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 MR turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar .						MSA MR VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303') Interference on glide path may be expected under VMC.						



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS-II</div><div>PAPI</div><div><div>1010'</div><div>(393')</div><div>or above</div></div><div>on</div><div>066°</div><div>D3.9</div><div>MR</div></div>	
ILS or PAR GS	2.98°	374	481	535	641	748		855

STRAIGHT-IN LANDING RWY 07R		LOC (GS out)		PAR A: 840' (223') C: 860' (243') B: 850' (233') D: 869' (252')	
ILS DA(H) 817' (200')		FULL		ALS out	

A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B							
C							
D							

UUEE/SVO
SHEREMETYEVO

12 OCT 07
Eff 25 Oct

 **JEPPesen**

21-2A

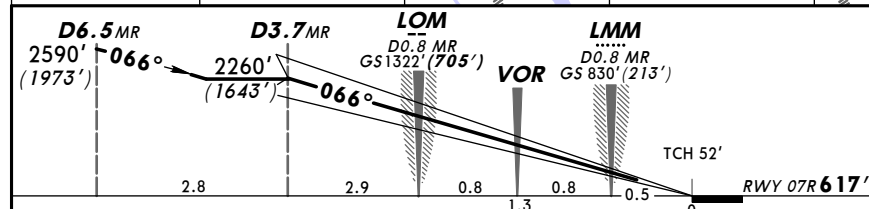
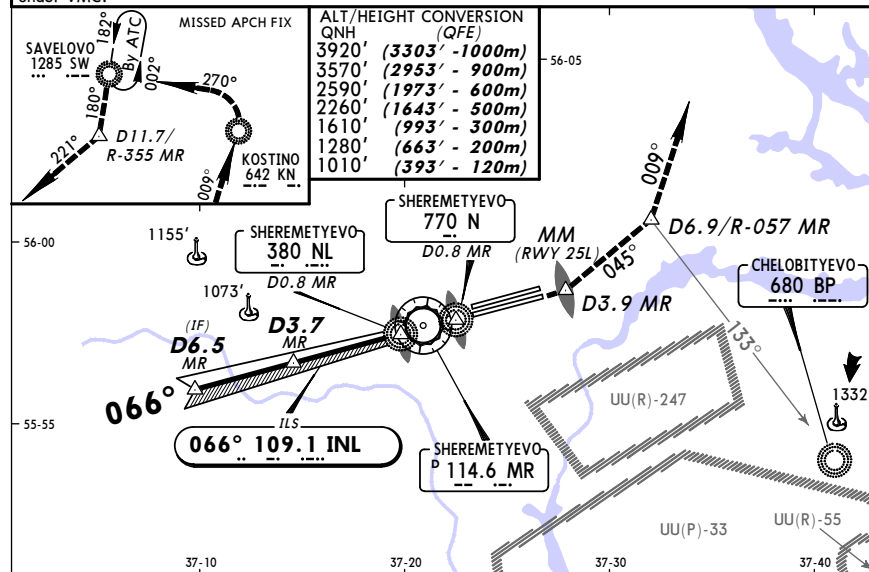
CAT II


MOSCOW, RUSSIA
ILS DME Rwy 07R

ATIS 125.12 (Russian) 126.37		SHERMETEYEV0 Apc1 119.3		SHERMETEYEV0 Apc2 123.7	
SHERMETEYEV0 Radar 118.1		SHERMETEYEV0 Tower (PAR) 120.7		SHERMETEYEV0 Start (TWR) 120.7	
				Ground 119.0 121.8	
LOC INL 109.1	<i>Final</i> <i>Apc Crs</i> 066°	<i>GS</i> <i>LOM</i> 1322' (705')	<i>CAT II ILS</i> <i>RA 107'</i> <i>DA(H)</i> <i>717' (100')</i>	<i>Apt Elev</i> 630' <i>RWY</i> 617'	

MISSED APCH: Climb on 066° to D3.9 MR at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 MR turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHERMETEYEV Radar.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920'(**3303'**)
1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II 1010' (393') on or above	066°	D3.9 MR	
Gs	2.98°	374	481	535	641	748					855

STRAIGHT-IN LANDING RWY 07R
CAT II ILS
ABCD
RA 107'
DA(H) 717'(100')

RVR **350m**

CHANGES: Missed apch. MHA.

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UUEE/SVO
SHEREMETYEVO

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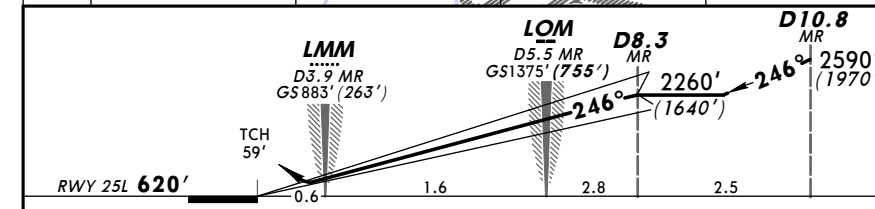
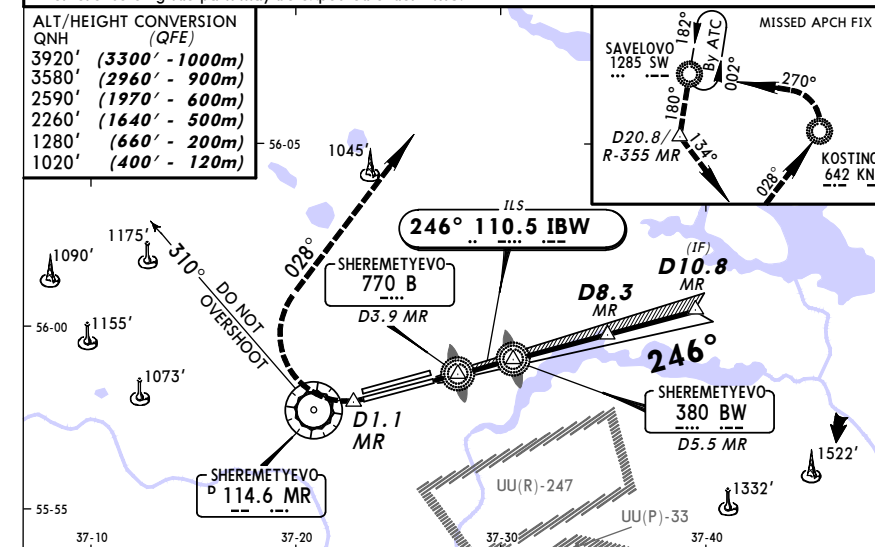
(21-3)

MOSCOW, RUSSIA
ILS DME or PAR Rwy 25L

REFUELING STRIP™	ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apc1 119.3		SHEREMETYEVO Apc2 123.7	
	SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
					Ground 119.0 121.8	
	LOC IBW 110.5		Final Apc Ccs		ILS DA(H) 820' (200') Apt Elev 630'	
			GS LOM		2600'	

RADAR	APCH CR 246°	CLIM 1375' (755')	PAR DA(H) Refer to Minimums	RWY 620'
MISSSED APCH: Climb on 246° to D1.1 MR at or above 1020' (400'), then immediately turn RIGHT onto 028° climbing to 3580' (2960') to KN NDB and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (**3300'**)
Interference on glide path may be expected under VMC.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	<div><div>HIALS</div><div>PAPI</div></div>	1020' (400') on or above	246°	D1.1 MR	
<i>ILS or PAR GS</i>	2.98°	374	481	535	641	748					855

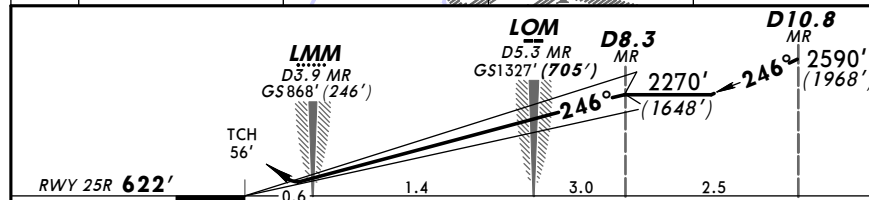
STRAIGHT-IN LANDING RWY 25L			
LOC (GS out)	PAR		
DA(H)	A: 824' (204')	C: 844' (224')	
	B: 834' (214')	D: 854' (234')	

		FULL	ALS out			ALS out	
INS OPS	A	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m	
	B						
	C						
	D						

CHANGES: MHA

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MOSCOW, RUSSIA
or PAR Rwy 25R

BRIEFING STRIP™

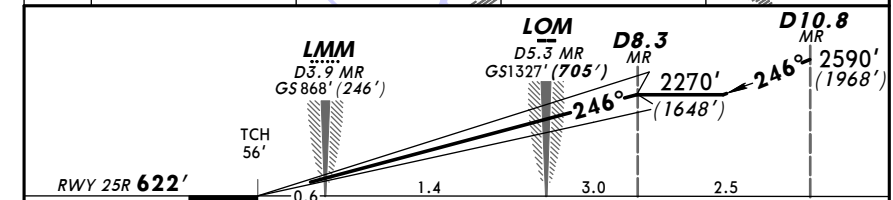
PANS OPS

STRAIGHT-IN LANDING RWY 25R										
ILS		LOC (GS out)		PAR						
DA(H) 822'(200')				DA(H) A: 827'(205') C: 846'(224') B: 837'(215') D: 856'(234')						
FULL		TDZ or CL out		ALS out						
A										
B										
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m			
D										

CHANGES: MHA.

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N MOSCOW, RUSSIA
CAT II ILS DME Rwy 25R



PLANNING OBS

PANS OPS	STRAIGHT-IN LANDING RWY 25R CAT II ILS ABCD RA 103' DA(H) 722'(100')
	RVR 350m

CHANGES: MHA.

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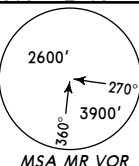
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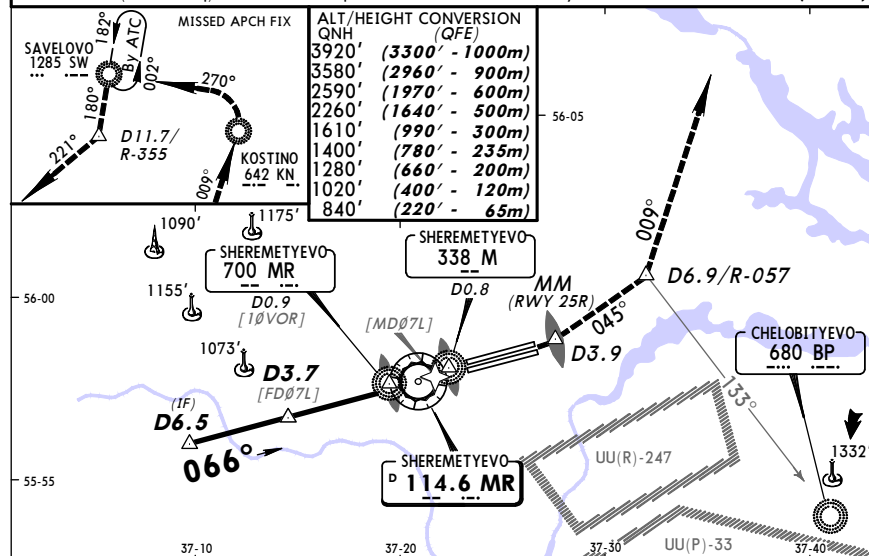
MOSCOW, RUSSIA
VOR DME Rwy 07L

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.12 (Russian) 126.37		119.3		123.7	
SHEREMETYEVO Radar		SHEREMETYEVO Tower (PAR)		SHEREMETYEVO Start (TWR)	
118.1		131.5		131.5	
Ground		119.0		121.8	
VOR	Final	Minimum Alt	VOR DME	Apt Elev	
MR	Apch Crs	MDA(H)	MDA(H)		
114.6	066°	2260' (1640')	990' (370')	630'	
RWY 620'					

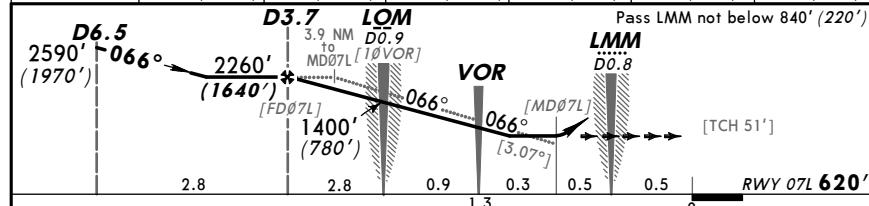
MISSED APCH: Climb on 066° to D3.9 at or above 1020' (400'), then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')



MR DME	3.5	3.0	2.4	1.3	0.8	0.3
ALTITUDE	2220' (1600')	2050' (1430')	1870' (1250')	1530' (910')	1360' (740')	1180' (560')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.35% or Descent angle	380	489	543	652	760	869

STRAIGHT-IN LANDING RWY 07L		STRAIGHT-IN LANDING RWY 07R	
VOR DME		VOR	
MDA(H) 990' (370')		MDA(H) 1570' (950')	
ALS out		ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	3200m
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	3200m
C	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4800m

CHANGES: Missed apch. MHA.

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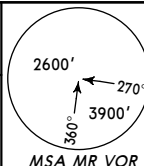
UUEE/SVO
SHEREMETYEVO

12 OCT 07
Eff 25 Oct (23-2)

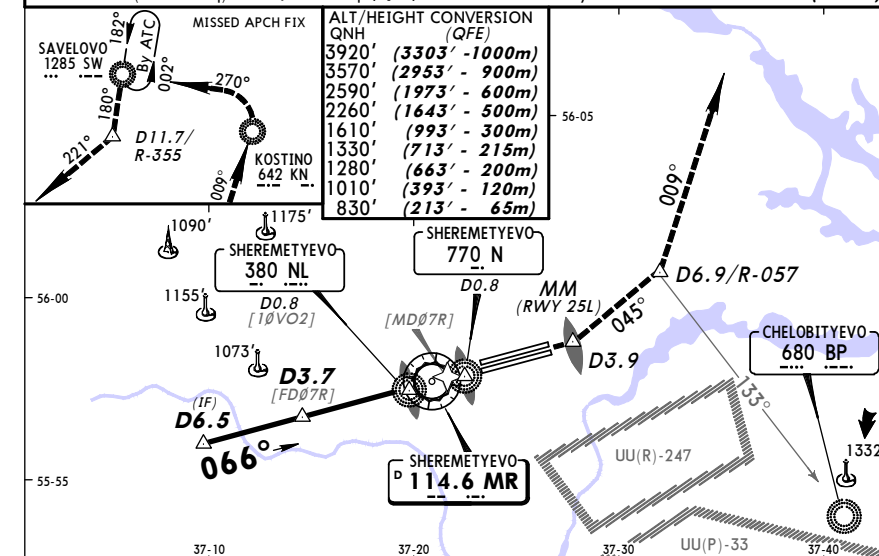
MOSCOW, RUSSIA
VOR DME Rwy 07R

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.12 (Russian) 126.37		119.3		123.7	
SHEREMETYEVO Radar		SHEREMETYEVO Tower (PAR)		SHEREMETYEVO Start (TWR)	
118.1		120.7		120.7	
Ground		119.0		121.8	
VOR	Final	Minimum Alt	VOR DME	Apt Elev	
MR	Apch Crs	MDA(H)	MDA(H)		
114.6	066°	2260' (1643')	990' (373')	630'	
RWY 617'					

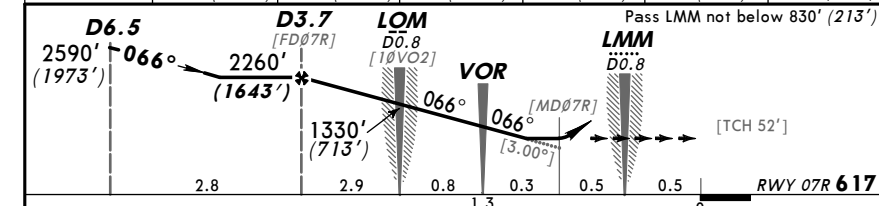
MISSED APCH: Climb on 066° to D3.9 at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303')



MR DME	3.6	3.0	2.5	1.4	0.9	0.3
ALTITUDE	2210' (1593')	2050' (1433')	1870' (1253')	1520' (903')	1360' (743')	1180' (563')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle	372	478	531	637	743	849

STRAIGHT-IN LANDING RWY 07R		STRAIGHT-IN LANDING RWY 07L	
VOR DME		VOR	
MDA(H) 990' (373')		MDA(H) 1570' (953')	
ALS out		ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	3200m
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	3200m
C	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4800m

CHANGES: Missed apch. MHA.

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UUEE/SVO
SHEREMETYEVO

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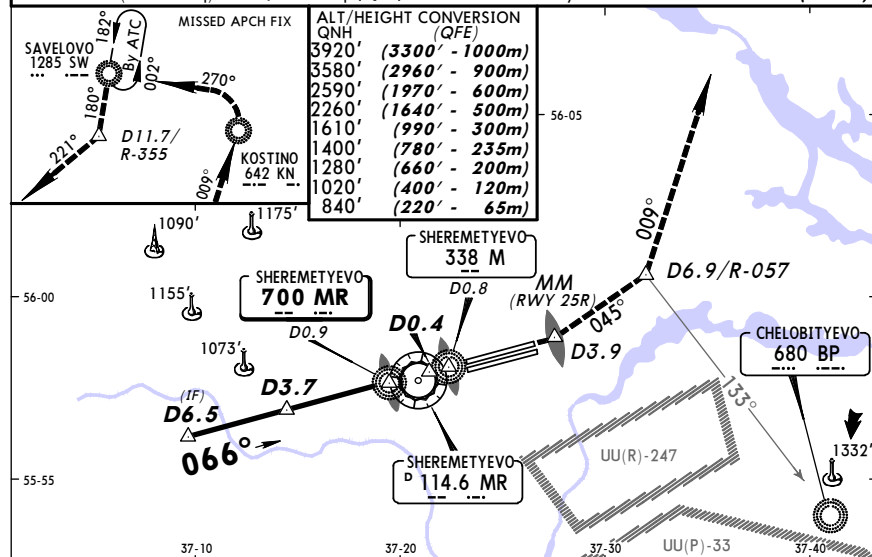
MOSCOW, RUSSIA
2 NDB Rwy 07L

ATIS 125.12 (Russian) 126.37		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5	
Ground 119.0 121.8					
NDB MR 700	Final Apch Crs 066°	Minimum Alt D3.7 2260' (1640')	MDA(H) 970' (350')	Apt Elev 630'	RWY 620'

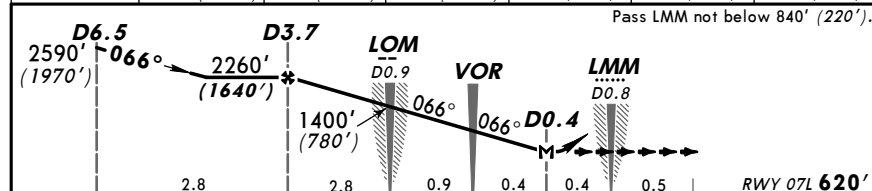
MISSED APCH: Climb on 066° to D3.9 at or above 1020' (400'), then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.

MSA MR VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')



MR DME	3.5	3.0	2.4	1.3	0.8	0.3
ALTITUDE	2220' (1600')	2050' (1430')	1870' (1250')	1530' (910')	1360' (740')	1180' (560')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D0.4 after VOR						

STRAIGHT-IN LANDING RWY 07L		ALS out	
MDA(H) 970' (350')			
A			
B	1200m	RVR 1500m VIS 1600m	
C			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	

CHANGES: Missed apch. MHA.

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JEPPesen
12 OCT 07
Eff 25 Oct (26-2)

MOSCOW, RUSSIA
2 NDB Rwy 07R

BRIEFING STRIP™

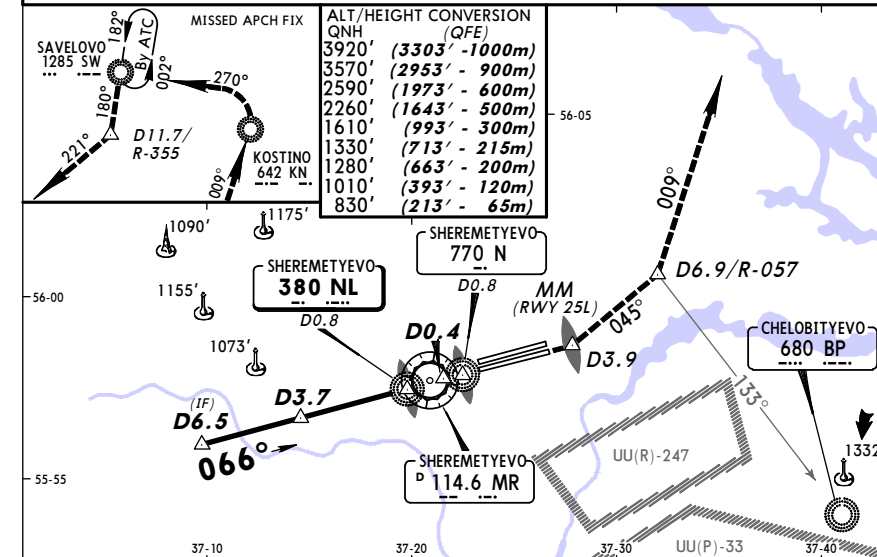
ATIS 125.12 (Russian) 126.37		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
Ground 119.0 121.8					
NDB NL 380	Final Apch Crs 066°	Minimum Alt D3.7 2260' (1643')	MDA(H) 970' (353')	Apt Elev 630'	RWY 617'

MISSED APCH: Climb on 066° to D3.9 at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar.

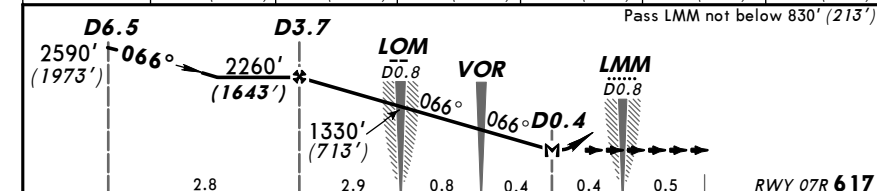
2600'
3600'
2700'
3900'

MSA MR VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303')



MR DME	3.6	3.0	2.5	1.4	0.9	0.3
ALTITUDE	2210' (1593')	2050' (1433')	1870' (1253')	1520' (903')	1360' (743')	1180' (563')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D0.4 after VOR						

STRAIGHT-IN LANDING RWY 07R		ALS out	
MDA(H) 970' (353')			
A			
B	1200m	RVR 1500m VIS 1600m	
C			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	

CHANGES: Missed apch. MHA.

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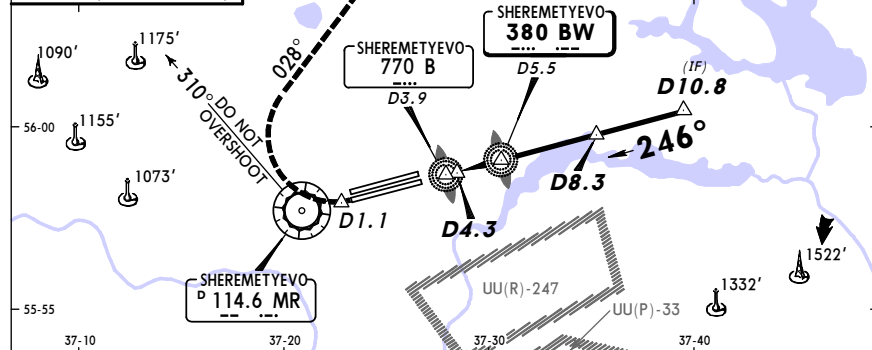
MOSCOW, RUSSIA
2 NDB Rwy 25L

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.12 (Russian) 126.37		119.3		123.7	
SHEREMETYEVO Radar		SHEREMETYEVO Tower (PAR)		SHEREMETYEVO Start (TWR)	
118.1		120.7		120.7	
Ground		119.0		121.8	
NDB	Final	Minimum Alt	2 NDB	Apt Elev	630'
BW	Apch Crs		MDA(H)		
380	246°	2260' (1640')	980' (360')	RWY 620'	

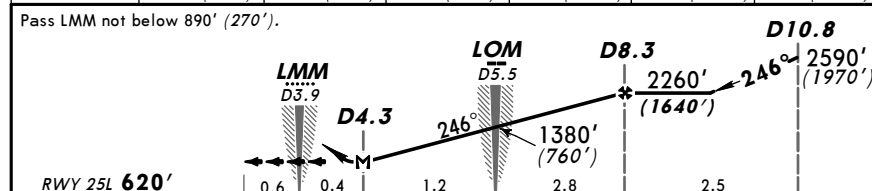
MISSED APCH: Climb on 246° to D1.1 at or above 1020' (400'), then immediately turn RIGHT onto 028° climbing to 3580' (2960') to KN NDB and as directed.
When reaching 1280' (660') contact SHEREMETYEVO Radar.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')

ALT/HEIGHT CONVERSION	
QNH (QFE)	
3920' (3300' - 1000m)	
3580' (2960' - 900m)	
2590' (1970' - 600m)	
2260' (1640' - 500m)	
1380' (760' - 230m)	
1280' (660' - 200m)	
1020' (400' - 120m)	
890' (270' - 80m)	



MR DME	4.4	5.0	6.0	7.1	7.7	8.2
ALTITUDE	1020' (400')	1180' (560')	1530' (910')	1870' (1250')	2050' (1430')	2220' (1600')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D4.3						

2 NDB		1 NDB	
MDA(H) 980' (360')		MDA(H) 990' (370')	
ALS out		ALS out	
1200m		1200m	
RVR 1500m		RVR 1500m	
VIS 1600m		VIS 1600m	
3200m		3600m	
RVR 1500m		RVR 1800m	
VIS 1600m		VIS 2000m	

CHANGES: MHA.

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UUEE/SVO
SHEREMETYEVO

12 OCT 07
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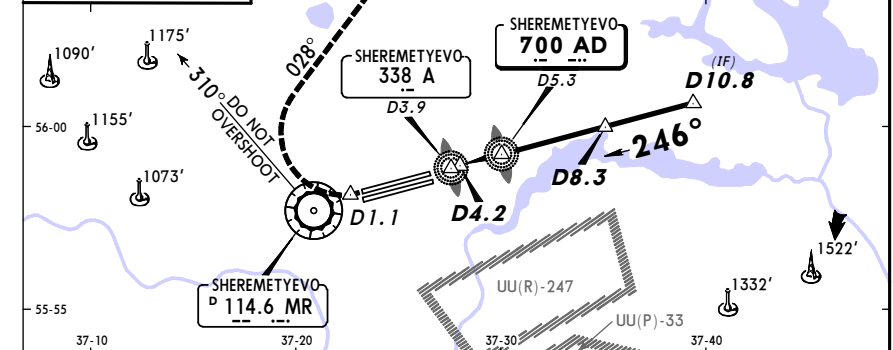
MOSCOW, RUSSIA
2 NDB Rwy 25R

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.12 (Russian) 126.37		119.3		123.7	
SHEREMETYEVO Radar		SHEREMETYEVO Tower (PAR)		SHEREMETYEVO Start (TWR)	
118.1		131.5		131.5	
Ground		119.0		121.8	
NDB	Final	Minimum Alt	2 NDB	Apt Elev	630'
AD	Apch Crs		MDA(H)		
700	246°	2270' (1648')	980' (358')	RWY 622'	

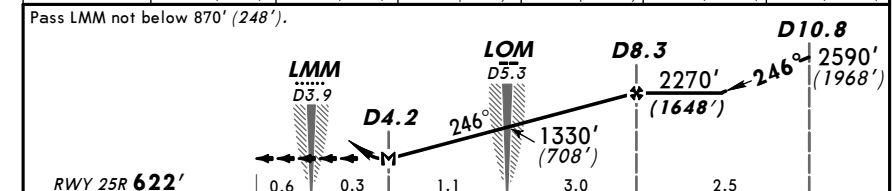
MISSED APCH: Climb on 246° to D1.1 at or above 1020' (398'), then immediately turn RIGHT onto 028° climbing to 3580' (2958') to KN NDB and as directed.
When reaching 1280' (658') contact SHEREMETYEVO Radar.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3298')

ALT/HEIGHT CONVERSION	
QNH (QFE)	
3920' (3298' - 1000m)	
3580' (2958' - 900m)	
2590' (1968' - 600m)	
2270' (1648' - 500m)	
1330' (708' - 215m)	
1280' (658' - 200m)	
1020' (398' - 120m)	
870' (248' - 75m)	



MR DME	4.3	4.9	5.9	6.5	7.6	8.1
ALTITUDE	1020' (398')	1180' (558')	1530' (908')	1710' (1088')	2050' (1428')	2220' (1598')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D4.2						

2 NDB		1 NDB	
MDA(H) 980' (358')		MDA(H) 990' (368')	
ALS out		ALS out	
1200m		1200m	
RVR 1500m		RVR 1500m	
VIS 1600m		VIS 1600m	
3200m		3600m	
RVR 1500m		RVR 1800m	
VIS 1600m		VIS 2000m	

CHANGES: MHA.

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